

Minute Action

AGENDA ITEM: 6

Date: November 4, 2009

Subject: Annual Determination of Local Government Conformance to the Congestion Management Program (CMP)

Recommendation:* Approve annual determination of conformance with the CMP for local governments within San Bernardino County pursuant to California Government Code Section 65089.3, subject to the terms of conditional conformity for the jurisdictions listed in the last paragraph of this item.

Background: Government Code Section 65089.3 requires Congestion Management Agencies to monitor implementation of all elements of the congestion management program. Annually, the agency shall determine if the county and the cities are conforming to the CMP, including, but not limited to, the following:

(1) Consistency with levels of service and performance standards, except as provided in subdivisions (b) and (c) of the government code.

(2) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.

All jurisdictions are in conformance with the CMP Monitoring and the traffic impact analysis requirements of the CMP, consistent with paragraph (1) above.

Local jurisdictions meet the CMP requirements identified in paragraph (2) above in two ways. First, in November 2005, the Board of Directors amended the CMP

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to require local jurisdictions in the urbanized portions of the San Bernardino and Victor Valleys to implement a development mitigation program that generates the minimum fair share development mitigation requirements identified in the Nexus Study (Appendix K of the CMP) as a means of complying with the land use-transportation program of the CMP. Second, jurisdictions outside of the urbanized portions of the San Bernardino and Victor Valleys meet this requirement by preparing Traffic Impact Analysis reports in accordance with the requirements contained in Chapter 4 and Appendix C of the CMP. All jurisdictions are currently complying with the land use-transportation component of the CMP identified in paragraph (2) above.

It should be noted, however, that all jurisdictions in the San Bernardino and Victor Valleys are required to prepare an annual report for their development mitigation programs per Section J.8 of Appendix J of the CMP. The deadline for receipt of the report is September 30 each year. As of this agenda item's preparation, the following jurisdictions have yet to submit their Development Mitigation Annual Report: Hesperia, San Bernardino and Yucaipa. SANBAG staff has been in verbal communication with all three jurisdictions to determine a timeline for completion of this requirement. All three jurisdictions indicated that the report will be completed by the end of October. Therefore, staff recommends granting these jurisdictions conditional conformity with the CMP, pending successful completion of this requirement by November 30. The November 30, 2009 deadline should afford each jurisdiction ample time to complete the report and transmit the document to SANBAG. Should a jurisdiction fail to meet the extended deadline, the conditional conformity will expire and SANBAG staff will initiate the process for a finding of non-conformity pursuant to the CMP. Those jurisdictions submitting compliant annual reports by November 30 will be considered in full conformance with the CMP, and no further action will be required.

- Financial Impact:*** This item is consistent with the adopted FY 2009-2010 budget. TN20310000. The development mitigation program is an essential element of the funding estimates contained in the Expenditure Plan for Measure I 2010-2040.
- Reviewed By:*** This item was reviewed and unanimously recommended for approval by the Plans and Programs Committee on October 21, 2009.
- Responsible Staff:*** Ryan Graham, Transportation Planning Analyst

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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
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Minute Action

AGENDA ITEM: 7

Date: November 4, 2009

Subject: Non-Motorized Transportation Plan

Recommendation:* Receive a report on the status of the update to the San Bernardino County Non-Motorized Transportation Plan and conditionally approve the policy recommendations listed below pending the Plan's final adoption.

Background: The last comprehensive update to the San Bernardino County Non-motorized Transportation Plan (NMTP) occurred in 2001, although it was modestly amended in 2006. This current amendment to the NMTP is required for continued compliance with SB 821 and to maintain funding eligibility from the State's Bicycle Transportation Account (BTA). Most of SANBAG's member agencies use SANBAG's NMTP to maintain eligibility for BTA funds. SANBAG's current plan is set to expire in FY2010-2011, so an update to the plan is needed. Failure to update the NMTP will result in local jurisdiction ineligibility for BTA funds. The State currently allocates \$7.2 million per year from the account to bicycle transportation improvements. Since 2001, the cities of Colton, Grand Terrace, Highland, Rancho Cucamonga and Yucaipa have received approximately \$1.6 million in BTA funds for projects such as the Pacific Electric Trail and the Colton Ave Bike Path.

Over the past several months, staff has been compiling the technical data that is required for the Non-motorized Transportation Plan by the State. Data gathering activities to date include: identification of current and proposed bike facilities in each jurisdiction, standard bicycle facility cross-sections for each jurisdiction,

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information on end-of-trip bicycle serving facilities, bicycle count data, and bicycle collision data. Each piece of information is required by SB 821 to be included in the Non-motorized Transportation Plan.

A set of policy recommendations was initially presented at the September Plans and Programs Committee Meeting. After hearing the staff presentation, the Committee recommended staff work with the Transportation Technical Advisory Committee to further refine the policy recommendations. In light of the feedback provided to staff, the policy recommendations listed below have been revised to address the concerns of the Committee. Staff recommends the approval of the following policies to be incorporated into the 2009/2010 update to the San Bernardino County NMTP.

1. Local jurisdictions are the agencies responsible for the identification of non-motorized transportation projects within their jurisdiction for inclusion into the Plan. SANBAG shall only serve in an advisory capacity with respect to the identification of projects on the regional network. SANBAG shall provide advice on the inclusion of projects that may serve to better establish connectivity between jurisdictions, intermodal facilities and regional activity centers. However, local jurisdictions have sole authority over all projects included in the Plan
2. Local jurisdictions are also responsible for implementation of the projects included in the NMTP. SANBAG may provide advisory support to jurisdictions in the project development process on request. Should SANBAG be requested to provide assistance delivering a project in the Plan, such instances should be limited to development of regional non-motorized transportation facilities that provide connectivity to more than one jurisdiction or complete gaps within the regional non-motorized transportation network or serve to provide better access to transit facilities.
3. SANBAG shall, when feasible, support local education and safety efforts currently being implemented through local law enforcement, highway patrol, Caltrans and schools to better educate children and adults on the safe use of bicycles and to promote the non-motorized transportation system.
4. SANBAG shall prepare and update the comprehensive map identifying the County's non-motorized transportation system using its in-house GIS capabilities. Maintenance of the maps is also an important element of SANBAG's proposed 511 Traveler Information System.

5. SANBAG shall work with its member agencies to develop a regional way-finding system to assist travelers to identify the non-motorized transportation system. Any such system developed shall be developed in collaboration with local jurisdictions, will afford an opportunity for member agency customization, and promote connectivity to transit facilities, park and ride lots, and other regional activity centers.
6. SANBAG shall work with and encourage member agencies to incorporate non-motorized transportation facilities into general and specific plans as well as provide assistance in identifying design standards that provide for pedestrian- and bicycle-friendly access to transit facilities.
7. SANBAG shall use the NMTP as one component of the overall strategy to reduce greenhouse gas emissions pursuant to SB 375.
8. SANBAG shall work with and encourage transit operators to provide end-of-trip pedestrian and bicycle-serving facilities, such as bike lockers, racks, and capacity on transit vehicles to carry bicycles and better facilitate the integration and use of non-motorized transportation within the regional transportation system.
9. SANBAG shall use this plan as the basis to allocate state, federal, and local funds for delivery of non-motorized transportation improvements. Fund types may include, but are not limited to, federal Transportation Enhancement (TE), Congestion Mitigation and Air Quality (CMAQ), state Bicycle Transportation Account (BTA), and Transportation Development Act (TDA) Article 3 funds.
10. SANBAG shall work with member agencies to coordinate delivery of the NMTP and projects contained in the Nexus Study.
11. SANBAG shall work with member agencies to identify state/federal bicycle and pedestrian infrastructure or planning grant opportunities. When funding opportunities arise, SANBAG shall work to support local jurisdiction grant applications or collaborate with local jurisdictions to directly submit grant applications for projects in the Plan.
12. SANBAG and member agencies shall conduct regular bicycle and pedestrian counts to monitor the effects of implementation of the NMTP. SANBAG shall work to identify funding for the monitoring of Class I, separated shared-use facilities, so that no financial impact is borne by the local jurisdictions for collection of count information. Counts conducted on Class II and Class III, on-street bicycle facilities, shall correspond with counting for intersections that are both on the non-motorized network and

require CMP Monitoring as outlined in the Congestion Management Program. When counts for non-CMP intersections are desired, SANBAG shall be responsible for identifying funding for such counts.

Proposed policy No. 12 is the only recommendation that did not receive endorsement from the TTAC. The TTAC expressed concern that conducting bicycle and pedestrian counts would result in an additional cost to the jurisdiction when performing CMP Monitoring. Following the meeting, The City of Highland provided SANBAG with a cost estimate obtained from a local counting firm to conduct bike and pedestrian counts while conducting intersection counts at a CMP intersection. The added cost would be \$20 per intersection, including both AM and PM counts. The intersections at which such counts would be required comprise only a subset of CMP intersections and only require monitoring every three years. Thus, the cost associated with obtaining the bicycle and pedestrian counts at these intersections are minor given the magnitude of infrastructure investment anticipated as part of the NMTP. Consequently, SANBAG staff recommends that bike and pedestrian counts be required at CMP intersections on the non-motorized network. The information to be gained is critical to staff's ability to quantify the benefits of the investment in non-motorized facilities.

These recommendations constitute a modest expansion of SANBAG's role in implementing the NMTP. Most of the policy recommendations are incorporated into SANBAG's current activities, although they may not be explicitly stated. All of the proposed policies are consistent with the agency's role as a County Transportation Commission and a Council of Governments. Moreover, SANBAG controls significant state, federal and local funding sources to implement the components of the NMTP, so the agency should play a more active role in providing for regional non-motorized transportation.

Staff has researched the non-motorized plans of similar regional transportation planning agencies throughout the state to support development of the policies recommended above,. It was apparent from the review of plans that there is a broad range of policy options available to SANBAG in the facilitation of regional non-motorized transportation. These options include plan implementation, safety and education, land use, multi-modal integration, funding and connectivity. A discussion of each policy dimension with respect to their implementation through non-motorized transportation plans throughout the state is discussed below:

- **Plan Implementation:** Policies under this theme include the size and type of non-motorized system; prioritization of projects to construct; and, types

of projects the agency should play a role in delivering, if any. Most regional agencies rely on the local jurisdictions to identify the projects included in the plan, which is consistent with staff's recommendation.

- **Safety and Education:** Policies considered elsewhere include the role the agency plays in coordinating safety outreach efforts with local law enforcement and schools; facilitation of bike-to-work campaigns; promotion of traveler information systems such as 511; and, promotion of visible signage and other traffic control devices to better alert motorists to the presence of non-motorized travelers. Most of the other regional agencies surveyed do provide assistance, when requested, to safety and education programs.
- **Land Use:** Most plans recognize the very limited land use authority regional transportation plans have, but nevertheless attempt to work with local jurisdictions to incorporate non-motorized facilities and connections to the regional non-motorized system in proximity to non-motorized-friendly land use patterns and designs. These are further documented within general and specific plans. Staff has proposed to only maintain an advisory role with respect to non-motorized transportation/land use integration. SANBAG currently provides such assistance as evidenced by the 2008 Transportation / Land Use Integration Study prepared in conjunction with local jurisdictions and SCAG.
- **Multi-modal Integration:** Non-motorized transportation may not be able to meet the needs of all trip purposes but typically vehicle trip reduction associated with transit requires non-motorized transportation on the front or back end of the trip. Consequently, working with transit operators to provide bike lockers, bike racks, bike storage on transit vehicles as well as other non-motorized serving end-of-trip facilities is an essential element of most plans. Staff's recommendations are consistent with other regional agencies on this dimension.
- **Funding:** Funding policy among the regional agencies differs considerably. Some agencies rely purely on local jurisdictions to fund the entirety of the system; some agencies acknowledge the role of federal and state funds such as Transportation Enhancement (TE) funds, Transportation Development Act (TDA) Article 3 funds, and State Bicycle Transportation Account funds and have established policy to help select projects to receive allocations of these resources. Some agencies, such as the Metropolitan Transportation Commission (MTC) have dedicated local funding sources that are allocated to non-motorized transportation improvements. Staff's recommendations as they relate to funding is not to

expand the role of non-motorized transportation, but to direct staff to consider the NMTP when making funding decisions as they relate to non-motorized infrastructure.

- **Connectivity:** Policy considerations include where and what types of inter-jurisdictional connections are established between member agencies as well as adjacent counties. Connectivity also addresses short distance connections within individual communities that could better facilitate short trips by residents to activity and employment centers instead of using an automobile. There is a wide spectrum of alternatives related to connectivity. It appears that the most widely used systems, however, all include significant consideration of inter-regional and multi-modal connections. Therefore, staff recommends that SANBAG play a greater role in promoting system connectivity and access as well as improve regional way-finding signage throughout the County.

Staff seeks approval of the recommended policies, and direction on SANBAG's future level of effort in the facilitation of non-motorized transportation. This policy direction will help guide the update of the Non-motorized Transportation Plan. Additional opportunities to modify or refine these policies will occur as the draft and final versions of the plan are presented by staff during this fiscal year.

Financial Impact: This item is consistent with the current adopted FY2009/2010 Budget, TN 40410000 Comprehensive Transportation Plan.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Plans and Programs Committee on October 21, 2009.

Responsible Staff: Ryan Graham, Transportation Planning Analyst

Minute Action

AGENDA ITEM: 8

Date: November 4, 2009

Subject: Obligation Plan for the American Recovery and Reinvestment Act of 2009 (ARRA) Funds

Recommendation:* Approve the SANBAG Obligation Plan and list of projects which are eligible to receive American Recovery and Reinvestment Act (ARRA) funding as listed on Attachment A.

Background:. As of September 30, 2009, California has obligated 81.5% of ARRA funds that are apportioned to the regions from State, a total of \$1.6 billion. The remaining 18.5% of funds, a total of \$296 million, must be obligated by March 2, 2010, or be lost and redistributed to other states. By September 30, 2010, ARRA funds not obligated will lapse. Caltrans established an ARRA delivery guideline to ensure that the State will obligate 100 percent of its ARRA apportionment and prepare to receive any additional ARRA funds that may be available after March 2, 2010.

Caltrans requested all regions to submit an Obligation Plan that includes projects that will be obligated by January 1, 2010 and a list of back-up projects that could be obligated if other ARRA projects are not ready, or if any redistributed ARRA funds become available. The Obligation Plan must be submitted to Caltrans by November 1, 2009.

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In response to Caltrans' request, SANBAG staff contacted local jurisdictions and obtained a list of projects that could likely be obligated prior to January 1, 2010. Although staff received a total of twelve projects, based on the information provided two projects will not make the January 1 deadline. The recommended projects are listed on Attachment A.

It should also be noted that the Obligation Plan includes four projects that are currently programmed with SANBAG's ARRA funds and expect to be obligated in November, 2009. The projects are:

1. Amboy Road Rehabilitation project. The project will be administered by the County of San Bernardino. Total \$1,235,552.
2. Pacific Electric Trail project. The project will be administered by the City of Fontana.
3. Mission Blvd beautification project. The project will be administered by the City of Montclair.
4. Church Street beautification project. The project will be administered by the City of Rancho Cucamonga.

SANBAG staff will continue to work closely with local jurisdictions, SCAG and Caltrans to ensure these projects are shovel ready and critical project requirements such as Federal Transportation Improvement Program amendments and environmental clearances are processed in a timely manner to capture any redistribution of ARRA funds.

Financial Impact: This item is consistent with the the Fiscal Year 2009-2010 SANBAG Budget, Task 37310000. The item provides for the eligibility of San Bernardino County transportation projects to receive up to \$82.7 million in redistributed ARRA funds should they be available.

Reviewed By: This item was reviewed and unanimously recommended for review by the Plans and Programs Policy Committee on October 21, 2009.

Responsible Staff: Wendy Li, Chief of Programming

Attachment A: SANBAG November 1, 2009 ARRA Obligation Plan

Due to Caltrans: November 1, 2009

Additional Project(s) - To be used in the case of ARRA Redistribution					FTIP Amendment		1611 Certification		Remarks				
District	MPOR/PA	Local Agency	Project Location	Project Scope / Description	Planned Date for Submitting of RFA (E-76) (MM/DD/YY)	ARRA \$	Other Funding Source Type (CMO, RSTP, HSP, etc)	Total Obligation \$	Amendment has been done (Yes or No)	If no, when expect to complete? (MM/DD/YY)	Certification has been completed (Yes or no)	If no, when expect to complete (MM/DD/YY)	Enter any comments or additional information and provide a contact, with a name & phone number, if questions

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 9

Date: November 4, 2009

Subject: Updated Revenue Estimates for Measure I 2010-2040, State, and Federal funds

Recommendation: *

- 1) Approve a Measure I 2010-2040 revenue estimate of \$105 million for Fiscal Year 2010-2011 and the revenue distribution by subarea in Table 2 for purposes of apportionment and allocation planning.
- 2) Receive estimates of state and federal revenues for consideration in Fiscal Year 2010-2011 apportionment and allocation planning.

Background: The Strategic Plan requires an annual apportionment of Measure I 2010-2040 revenue to the various Valley programs and allocation to projects in the Valley programs and in the Mountain/Desert Major Local Highways Programs. The apportionment decision and subsequent allocation of Measure I funds to projects by the SANBAG Board will be used for both SANBAG and local jurisdiction budgeting purposes. The apportionment decision is expected in February 2010, and the allocation decision is expected in March.

For purposes of the FY 2010-2011 apportionment, SANBAG staff must develop an updated estimate of revenue. Staff must also have working assumptions on the availability of state and federal revenues. This agenda item requests approval of a Measure I revenue estimate for FY 2010-2011 and provides an overview of what can be anticipated in state and federal revenue over the next several years.

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Prior Measure I 2010-2040 Revenue Estimates

The November 2004 Expenditure Plan for Measure I 2010-2040 estimated that \$6 billion would be generated by the half-cent sales tax over 30 years, in 2004 dollars. Estimates of revenue for each subarea and program were derived from this overall revenue forecast. Estimates were stated in the Expenditure Plan to be not binding or controlling. The expectation was that the revenue estimates would be periodically updated.

In April 2006, Dr. John Husing prepared a revised Measure I revenue forecast of \$8.35 billion in 2005 dollars. The upward revision to the revenue forecast was developed by revising several key assumptions that had previously been used during the preparation of the original Expenditure Plan. At its August 2006 meeting, the SANBAG Board adopted a slightly more conservative revenue estimate of \$8.0 billion for purposes of initiating work on the Measure I 2010-2040 Strategic Plan.

Modifications to the revenue assumptions by Dr. Husing in early 2008 lowered the 30-year non-inflated Measure I revenue estimate to \$7.25 billion. The SANBAG Board approved the estimates for use in the Strategic Plan at its April 2008 meeting. Although the economy in late 2008 appeared to be on a path to a much steeper decline than may have been projected by Dr. Husing in early 2008, the Strategic Plan continued to use the \$7.25 billion estimate of 30-year revenue countywide. It is important to note that the revenue forecast is a projection that extends 30 years into the future. The forecast was generated to assist in scaling the programs and projected expenditures to these expectations of revenue for the Strategic Plan.

Estimate of Measure I Revenue for Fiscal Year 2010-2011

The estimate of Measure I 2010-2040 revenue for Fiscal Year 2010-2011 is founded on an assessment of recent Measure I 1990-2010 revenue. Table 1 shows the Measure I receipts to date, on a quarterly basis. The table shows the peak annual revenue at almost \$147 million. The revenue for Fiscal Year 2008/2009 was \$121 million, down approximately 18 percent from the peak. Even more troubling is that receipts for July-September 2009 were 23 percent lower than July-September 2008.

Table 1. Summary of Measure I Receipts – Program To Date

Fiscal Year	July- September	October- December	January- March	April- June	Fiscal Year Total	Cumulative Total To Date
Receipts Prior to FY 1990/1991						\$4,125,778
Fiscal Year 1990/91	11,694,216	13,253,537	13,308,816	12,398,068	50,654,637	\$54,780,415
Fiscal Year 1991/92	12,989,297	13,860,186	14,037,623	12,897,219	53,784,325	\$108,564,740
Fiscal Year 1992/93	14,322,191	13,757,064	13,595,748	13,072,609	54,747,612	\$163,312,352
Fiscal Year 1993/94	13,675,785	13,960,957	13,853,502	13,352,206	54,842,450	\$218,154,802
Fiscal Year 1994/95	14,111,381	14,672,672	15,389,457	13,786,993	57,960,503	\$276,115,305
Fiscal Year 1995/96	15,497,128	15,461,874	15,661,731	15,416,635	62,037,368	\$338,152,673
Fiscal Year 1996/97	15,911,748	15,922,724	17,136,362	15,875,921	64,846,755	\$402,999,428
Fiscal Year 1997/98	17,093,628	17,131,536	18,487,479	16,707,800	69,420,443	\$472,419,871
Fiscal Year 1998/99	17,809,667	18,707,481	18,359,513	18,367,306	73,243,968	\$545,663,838
Fiscal Year 1999/2000	19,895,554	19,476,386	21,677,510	20,386,548	81,435,998	\$627,099,837
Fiscal Year 2000/2001	21,954,344	23,038,016	22,728,229	22,266,392	89,986,982	\$717,086,818
Fiscal Year 2001/2002	23,148,536	23,913,766	24,265,400	23,130,264	94,457,965	\$811,544,784
Fiscal Year 2002/2003	24,290,692	26,740,547	25,501,345	25,618,125	102,150,709	\$913,695,493
Fiscal Year 2003/2004	26,423,914	27,772,164	27,825,658	28,329,546	110,351,283	\$1,024,046,775
Fiscal Year 2004/2005	31,427,542	31,888,708	33,685,113	31,791,981	128,793,344	\$1,152,840,119
Fiscal Year 2005/2006	35,206,940	38,420,012	37,006,506	35,047,331	145,680,790	\$1,298,520,909
Fiscal Year 2006/2007	37,702,174	39,367,420	34,782,181	34,899,517	146,751,291	\$1,445,272,200
Fiscal Year 2007/2008	37,279,235	36,106,832	34,172,721	33,243,262	140,802,050	\$1,586,074,250
Fiscal Year 2008/2009	34,203,118	32,404,049	28,695,612	25,807,074	121,109,853	\$1,707,184,103
% Change from 07/08	-8.25%	-10.26%	-16.03%	-22.37%	-13.99%	
Fiscal Year 2009/2010	26,224,529					
% Change from 08/09	-23.33%					

Projecting the revenue for even the current fiscal year is a significant challenge, given the economic volatility indicated here. If a quarterly decline of 23 percent were to continue through FY 2009-2010 compared to the quarterly revenues from the prior year, the result would be annual receipts in the range of \$93 million for FY 2009-2010. It is expected, however, that the quarterly percent reductions for the next three quarters will be smaller, given the magnitude of the reductions that have already occurred. This is conceivable, given the slight uptick in receipts from April-June 2009 to July-September 2009. If the July-September 2009 quarterly revenues were to be projected to stay flat (i.e. no growth or decline) for the next three quarters, the annual revenue would be approximately \$105 million for FY 2009-2010. If it is assumed that revenue has bottomed out and a trend of

1 percent increase per quarter is beginning, the annual estimate would be \$106.5 million. It should be noted in these statistics that actual payments to SANBAG trail the collection of revenues at the source by about three months.

By comparison, the annual compounded increase in Measure I receipts from FY 1990-1991 to FY 2008-2009 has been 5.0 percent. It should be noted that this annual increase includes the effect of inflation as well as the impact of the increased purchasing that comes with growth in population. Inflation over that 18-year period accounted for approximately 2.7 percent annual escalation. Thus, 2.3 percent can be assumed as coming from population growth and the accompanying sales outlets that support the population.

SANBAG staff needs a FY 2010-2011 revenue estimate for purposes of the annual cash-flow analysis and apportionment for FY 2010-2011. It is recommended that the estimate for FY 2010-2011 be based on the assumption that revenue will remain flat from most currently reported quarter (July-September 2009). There is reason to believe that sales tax should begin trending upward again from the current level, but the more conservative assumption of no growth is believed to be appropriate for apportionment planning. For planning purposes, staff also proposes that a 1 percent annual growth rate (in unescalated dollars) be used to project Measure I revenues for the subsequent four years of Measure I 2010-2040. Thereafter, the rates of increase (i.e. annual percentage increases) developed by Dr. John Husing for his original projection for the Strategic Plan would be used in cases where projections beyond five years are necessary.

In addition, an estimate of revenue is needed by Measure I subarea so that allocation can occur within each of the subareas. Table 2 shows the distribution based on Measure I subarea revenues from FY 2008-2009. It is recommended that this distribution be used to estimate the revenue distribution by subarea for FY 2010-2011 as well.

Table 2. Measure I Subarea Revenues and Percentages from FY 2008-2009

	Revenues	% of Total
Valley	\$ 98,338,691	82.0%
Victor Valley	\$ 13,918,469	11.6%
Colorado River	\$ 266,849	0.2%
Morongo Basin	\$ 2,452,359	2.0%
North Desert	\$ 2,985,901	2.5%
Mountains	\$ 1,936,484	1.6%
Total	\$ 119,898,753*	

* Omits funds allocated to administration (1%)

Overview of State and Federal Revenue Projections

The projection of State and federal revenues is an even more difficult task than projections for Measure I. Yet these projections are needed for purposes of apportionment planning. There are many unknowns, including the State budgetary situation that affects various state funding programs; the level of funding that can be expected from reauthorization of the new federal transportation act, and the disposition of federal earmark requests in the federal bill. The State and federal revenue estimates presented here are for information and not for adoption by the SANBAG Board at this time. Scenarios of various State and federal revenue estimates will be analyzed in the cash-flow analysis and reviewed as part of the apportionment recommendation.

As a starting point, SANBAG staff estimated the State and federal revenues that may be expected should the general policies and funding levels of the past be continued. Recent experience has indicated the following levels of State and federal funding:

State Funding:

- STIP-RIP (State Transportation Improvement Program-Regional Improvement Program): \$20 million per year in the next STIP cycle. The assumption was based on 2010 STIP fund estimate of \$435 million per year STIP revenue from Transportation Investment Fund (TIF) with 6.25 percentage share for SANBAG. This funding level is assumed to be maintained for the life of Measure I 2010-2040.
- Proposition 1B State-Local Partnership Program (SLPP) \$10 million per year from FY 08/09 to FY 12/13.
- Other Proposition 1B programs such as Corridor Mobility Improvement Account (CMIA), Trade Corridor Improvement Funds (TCIF) will continue to provide revenue needs for projects already programmed with these funds. These funds will be exhausted in FY 15/16.

Annual Federal Revenue:

The annual funding level is assumed to be the same in the next transportation re-authorization act as exists in SAFETEA-LU:

- Surface Transportation Program (STP):STPL - \$16 million
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) South Coast - \$21 million
- CMAQ-Mountain Desert Air Basin - \$4.5 million

It is estimated that approximately \$8 million per year of CMAQ from both air basins would be used for a combination of transit and ridesharing, leaving \$17 - \$18 million for highway projects that are eligible to use CMAQ. These include High Occupancy Vehicle (HOV) lanes and grade separations.

Federal Earmarks:

SANBAG requested \$737 million in the next reauthorization bill. In SAFETEA-LU, the region received approximately \$150 million in earmarks.

It is important to note that, even if State and federal revenues were to be available in a manner consistent with the amounts listed above, there are limitations on the types of projects to which some of the revenues can or should be applied, and SANBAG's desire for early delivery of projects would work against the goal of achieving full access to those revenues. Clustering the delivery of projects in the early part of Measure I 2010-2040 would mean that SANBAG would have to lower the expected percentage of State and federal revenues available to those early-delivery projects. Measure I would need to make up the difference. These limitations on State and federal funding availability may force SANBAG to deliver projects over a longer time frame than desired, even if bonding could be used to gain early access to Measure I dollars. The apportionment process for FY 2010-2011 and planning for subsequent years will need to carefully consider the timing of access to State and federal funds as well as the magnitude of the need for those funds.

Financial Impact: Preparation of these analyses is consistent with the Fiscal Year 2009/2010 SANBAG budget.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Plans and Programs Committee on October 21, 2009.

Responsible Staff: Steve Smith, Chief of Planning

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

MINUTE ACTION

AGENDA ITEM: 10

Date: November 4, 2009

Subject: 2009 Update to the Congestion Management Program (CMP)

Recommendation:* Approve the 2009 update of the Congestion Management Program

Background: State law requires updating of the CMP every two years. SCAG, the agency responsible for preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP), is required to determine the consistency of the updated CMP with the RTP, and the eligibility of projects for inclusion in the RTIP is subject to their inclusion in the approved, updated CMP Capital Improvement Program. Similarly, the federal guidelines state that "In the absence of a Federally Certified CMS, no Single Occupancy Vehicle projects can be funded." In Southern California, this requirement is addressed through the CMP.

The 2009 CMP update contains revisions to the Development Mitigation Program, with most revisions necessitated to maintain consistency with the Measure I 2010-2040 Strategic Plan. Except for the development mitigation program, the changes in the CMP are minor corrections to bring the dates and data current. The changes to the Development Mitigation Program (Appendices K and J) are included in mark-up text and included as attachments to this agenda item. Appendix K is the Development Mitigation Nexus Study and Appendix J is the implementation language for the Development Mitigation Program, originally adopted in 2005 and updated in 2007. Approval of the complete 2009 update of the CMP is requested in this agenda item.

Approved
Board of Directors

Date:

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

The Development Mitigation Program update, including both the Nexus Study (Appendix K to the CMP) and Appendix J, has been underway since May 2009. Staff discussed the Development Mitigation Program update with the Transportation Technical Advisory Committee (TTAC) at its April meeting and distributed a formal request for information to City Managers on June 10, 2009. In the correspondence to the City Managers, jurisdictions were asked to update arterial and interchange project lists, including the addition and subtraction of projects, modifications to project limits and changes to project costs. Modifications to Appendix J were introduced to the TTAC in September 2009. A subsequent email distributed the electronic file in track changes and asked that any comments be delivered to SANBAG by September 30, 2009 so the item could be revised prior to the October TTAC meeting. The update to the development mitigation program materials were included on the October TTAC agenda for final discussion prior to forwarding the item to the October Plans and Programs Committee meeting. Where appropriate, all suggested changes to the Development Mitigation Program provided by local jurisdictions were included into the update.

Attachment 1 contains the mark-up version of the 2009 update to the SANBAG Nexus Study, Appendix K of the CMP. Most of the language modifications were a matter of adding/subtracting projects, modifying project scope (including project limits) and adjusting project costs. However, two new additions to the Nexus Study are present in the current update. Both new additions are discussed below:

- Page 11-12, Equitable Shares. The Measure I 2010-2040 Strategic Plan established equitable shares of Measure I revenue for the Valley Arterial Sub-program of the Major Street Program. Additional language was added to the Nexus Study documenting the establishment of equitable shares and the role the equitable shares will play in the administration of the Development Mitigation Program.
- Page 27, Table 8. SANBAG provided a table that enables jurisdictions to see how closely its arterial project list matches the projection of available Measure I equitable share the jurisdiction could reasonably expect over the 30 year life of the Measure.

Attachment 2 contains the mark-up of Appendix J to the CMP. Appendix J provides the implementation language to the SANBAG Development Mitigation Program. Similar to Appendix K, most of the amendments to the language are a matter of ensuring consistency between the policies adopted in the Strategic Plan and the Development Mitigation Program. Highlights of the recommended changes include:

- Page 2 provides additional clarification on which Measure I programs require development mitigation contributions. This added language is consistent with the policies adopted as part of the Measure I 2010-2040 Strategic Plan.
- Page 3 clarifies the eligibility requirements to receive state and federal funds for projects outside of the Nexus Study area.
- Page 3, bottom of second column. Reconstruction of an Existing Bridge. Clarifies the methodology for calculating the portion of project cost eligible for inclusion in the Development Mitigation Program. The eligible cost for the project will be calculated based on the ratio of the added width to the total width of the bridge after the addition.
- Page 4, Equitable Shares. Appendix J has been updated to include information on equitable shares for local jurisdictions in the San Bernardino Valley as they relate to the Valley Arterial Sub-program.
- Page 4, Cost Escalation. Additional language was added to incorporate the revisions to the project cost escalation methodology approved by the SANBAG Board on May 7, 2009.
- Page 6, Adjustments to Growth Forecasts. Language was added to clarify the relationship between adjusting a local jurisdiction's fair share percentage and its equitable share percentage.
- Page 10, Annual Report. Language was added to clarify the information that is required to be submitted to SANBAG as part of the Development Mitigation Annual Report.
- Page 11, Compliance. Modifications to the section on Compliance were added to clarify matters of process for finding a jurisdiction out of compliance with the CMP for failing to implement and maintain a development mitigation program. Additionally, language was modified to provide more time for jurisdictions to bring their program back into compliance with the CMP prior to beginning formal public hearings for non-conformity.

Financial Impact: This item is consistent with the adopted FY 2009-2010 budget. TN 20310000. The development mitigation program is an essential element of the funding estimates contained in the Expenditure Plan for Measure I 2010-2040.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Plans and Programs Policy Committee on October 21, 2009.

Responsible Staff: Ryan Graham, Transportation Planning Analyst

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Attachments: brd0911b1-rpg; brd0911b2-rpg
20310000



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•San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies

Development Mitigation Nexus Study

Appendix K of the SANBAG Congestion Management Program Draft

**prepared by the
San Bernardino Associated Governments
(SANBAG)**

~~November 7~~October 15, 2009

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SANBAGNexusStudy09Draft.doc

*Cities of: Adelanto, Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair
Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, Victorville, Yucaipa*

Towns of: Apple Valley, Yucca Valley

County of San Bernardino

SANBAG Development Mitigation Nexus Study

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Preface to the SANBAG Development Mitigation Nexus Study

~~This report presents the~~ The SANBAG Development Mitigation Nexus Study ~~was approved by the San Bernardino Associated Governments (SANBAG), acting as the San Bernardino County Congestion Management Agency (CMA), on October 5, 2005 and has been revised based on amendments approved by the SANBAG Board on July 5, 2006, October 4, 2006, November 1, 2006, January 10, 2007 and March 7, 2007. The Nexus Study has been incorporated into the SANBAG Congestion Management Program (CMP) as Appendix K. SANBAG serves as the Congestion Management Agency responsible for implementing and maintaining the CMP. This update includes both the 12.9% and 12.7% the 12.9% and the 0% cost escalation factors approved at the by the Board of Directors on May 7, 2008 and May 6, 2009 respectively. July 5, 2006 and March 7, 2007 Board of Directors Meetings. This version of the Nexus Study serves as the biennial update to the Nexus Study as, which is required by the Development Mitigation Nexus Study Program implementation language included in Appendix J of the CMP and the Measure I 2010-2040 Strategic Plan. The 20097 update of the Nexus Study incorporates local jurisdiction comments provided to SANBAG staff as of October 2, 2007~~ August 24, 2009.

Background

~~The first draft SANBAG staff began preparation of the Nexus Study was prepared in early 2004 at the direction of the SANBAG Board of Directors to support the development of Measure I 2010-2040. Measure I 2010-2040 was overwhelmingly approved by the voters of San Bernardino County on November 2, 2004. Included in the Measure I 2010-2040 Ordinance was language mandating development to pay its fair share for transportation improvements within San Bernardino County. The specific language governing the development contribution requirements of Measure I 2010-2040 are included in Section VIII of the ordinance as follows:~~

"SECTION VIII. CONTRIBUTIONS FROM NEW DEVELOPMENT. No revenue generated from the tax shall be used to replace the fair share contributions required from new development. Each local jurisdiction identified in the Development Mitigation Program must adopt a development financing mechanism within 24 months of voter approval of the Measure 'I' that would:

"1) Require all future development to pay its fair share for needed transportation facilities as a result of the development, pursuant to California Government Code 66000 et seq. and as determined by the Congestion Management Agency.

"2) Comply with the Land Use/Transportation Analysis and Deficiency Plan provisions of the Congestion Management Program pursuant to California Government Code Section 65089.

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"The Congestion Management Agency shall require fair share mitigation for regional transportation facilities through a Congestion Management Program update to be approved within 12 months of voter approval of Measure 'I'."

~~The requirements of the~~ The SANBAG Development Mitigation Program is collectively comprised of three documents—Chapter 4 ("Land Use/Transportation Analysis Program"), Appendix K and Appendix J of the CMP. ~~are included in Chapter 4 of the CMP ("Land Use/Transportation Analysis Program") and in CMP Appendix J. Chapter 4 and Appendix J~~ The Development Mitigation Program ~~was~~ approved by the CMA on November 2, 2005, along with other revisions to the CMP. Appendix J of the CMP provides the specific requirements local jurisdictions must follow ~~in when~~ implementing their development mitigation program for regional transportation facilities.

The San Bernardino County CMP implements the Land Use/Transportation Analysis Program with two distinct approaches, depending on geographic location within the County. The first approach addresses the cities and associated spheres of influence in the San Bernardino Valley and Victor Valley, to which the Nexus Study and related development mitigation requirements apply. The second approach applies to all other areas of the County. These two approaches are summarized below:

1. For San Bernardino Valley and Victor Valley cities and sphere areas: local jurisdictions implement development mitigation programs that generate development contributions for regional transportation improvements equal to or greater than fair share contributions determined through the SANBAG Development Mitigation Nexus Study. Regional transportation facilities addressed by the Nexus Study include freeway interchanges, railroad grade separations, and regional arterial highways on the Nexus Study Network. Local jurisdiction development mitigation programs must comply with requirements established in Appendix J of the CMP. Each local jurisdiction has adopted a compliant development mitigation program based on the requirements established in this appendix and implemented in accordance with Chapter 4 and Appendix J of the CMP.
2. For areas outside the San Bernardino Valley and Victor Valley cities and spheres: local jurisdictions must prepare Traffic Impact Analysis (TIA) reports for proposed development projects exceeding specified thresholds of trip generation. This is a continuation of a requirement established when the CMP was originally approved by the SANBAG Board in 1992. TIA reports must comply with requirements contained in Chapter 4 and Appendix C of the CMP.

At their discretion, jurisdictions outside the Valley and Victor Valley may adopt Approach 1, in coordination with and subject to the approval of the SANBAG Board. However, an amendment to the Nexus Study ~~will~~ would be required for this to occur.

Overview of the Nexus Study

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The SANBAG Nexus Study ~~shall be used as the basis for identifying~~ identifies the fair share contributions from new development for regional transportation improvements (freeway interchanges, railroad grade separations, and regional arterial highways). The Nexus Study ~~will be updated periodically biennially or as requested and in close coordination with local jurisdictions.~~

The Nexus Study identifies a Nexus Study Network, representing regional roadways in the urbanized areas of San Bernardino County. Roadway improvement projects must be located on this network for their costs to be included in the Nexus Study ~~and~~ — ~~In addition, projects must be included in the Nexus Study to be eligible to receive or expend SANBAG Measure I 2010-2040 Valley Freeway Interchange, and Valley Major Street, Victor Valley Local Street (capacity enhancement projects only) and Victor Valley Major Local Highway funds. Funds (34% of Valley subarea expenditure plan funds) and Victor Valley Major Local Highway Projects Funds (25% of Victor Valley subarea expenditure plan funds) or. Additionally, projects not included in the Nexus Study are not eligible for SANBAG allocations of state or federal transportation funds included in the Measure I 2010-2040 Expenditure Plan. The Nexus Study only applies to the Victor Valley Local Street Program insofar as the jurisdiction intends to use Measure I Local Street funds to add capacity to projects on the Nexus Study Network, per policy VVLS-8 of the Strategic Plan. A local jurisdiction may wish to identify other local or non-regional improvements (projects not on the Nexus Network) as part of its overall development mitigation program, but these local or non-regional projects are not eligible for included-inclusion in the Nexus Study.~~

The Nexus Study identifies specific improvement projects on the Nexus Study Network and ~~includes an estimate of costs for those~~ cost estimate for the projects. The cost estimates have been ~~provided~~ developed collaboratively, working with ~~by~~ local jurisdictions using to obtain the most recently up-to-date available data project cost data available. Costs may include planning, project development (including Project Study Reports, Project Reports, and environmental documents), design, construction, construction management, project management, right-of-way, and mitigation of impacts ~~subject to the policy provisions contained in the Measure I Strategic Plan.~~ Only those project phases for which costs are included in the Nexus Study are eligible for Measure I or other transportation funding allocated by SANBAG.

The Nexus Study also includes an estimate of growth in dwelling units and employment expected over the planning period of the Nexus Study (2004 to 2030). The percentage growth in trips associated with the new development is development's fair share for that geographic area. ~~These growth estimates have been~~ prepared by ~~in collaboration with local jurisdictions in conjunction with~~ SANBAG and SCAG as part of the 2004 Regional Transportation Plan (RTP). ~~The development mitigation fair share estimates contained in the Nexus Study provides an estimate of development contributions that represent a minimum fair share for regional transportation improvements for each local jurisdiction and for each jurisdiction's sphere area, based on the estimates of project costs and the growth data provided by those jurisdictions. San Bernardino County has provided the estimates of project costs and growth in dwelling units/employment for sphere areas, unless otherwise specified and unincorporated sub-areas, such as the Redlands Donut Hole and Glen Helen/Devore. The Nexus Study calculates a fair share development contributions percentage attributable to new development for each local~~

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~~jurisdiction, and for the jurisdiction's sphere area of influence, unincorporated County sub-area not contained within a sphere of influence and interchange traffic shed.~~

The Nexus Study does not dictate how local jurisdictions ~~must~~ develop and implement their development mitigation programs to achieve the development contribution levels specified in this report. Local jurisdictions have substantial flexibility in their program approach. In addition, the SANBAG Nexus Study does not dictate per-unit contribution levels (or development fees) by land use type. Each jurisdiction must develop its own schedule of fees or other per-unit mitigation levels that can be demonstrated to achieve the development contribution levels specified in this Nexus Study by facility type. Appendix J of the CMP also indicates that cities and the County may make arrangements to combine the required development contribution levels for each jurisdiction and its sphere and to develop a unified development mitigation program for the city and the sphere. For example, if a city is using a development impact fee (DIF) program to meet the SANBAG requirements, a common fee structure for the city and sphere could be established. The city and County would need to establish the appropriate legal agreements and administrative processes to manage such a joint program. The information in the SANBAG Nexus Study allows for either separate or joint city/County programs. If a joint program is pursued, the city and County would add the development contribution levels for the both the city and sphere area.

The methodology employed by the Nexus Study for calculating fair share development contributions was developed in early 2004 by the Nexus Study Task Force, consisting of staff representatives from local jurisdictions and from the private sector (principally the Building Industry Association and the National Association of Industrial and Office Properties). Individual meetings were also held with local jurisdictions and private entities, including representatives of the retail development industry. The implementation requirements contained in Chapter 4 and Appendix J of the CMP were developed in early 2005 by a working group of representatives from both local jurisdictions and the private sector. Chapter 4 and Appendix J were also reviewed by the SANBAG Comprehensive Transportation Plan Technical Advisory Committee (CTP TAC) prior to policy review and adoption by the SANBAG Board of Directors.

The Regional Transportation System

A "Nexus Study Network" has been defined as a basis for establishing the arterial roadways to be included in the Nexus Study. This network is regional in nature, but should not be confused with other systems, such as the existing Measure I Regional Arterial System in the Victor Valley. The system has been based on a generalized set of criteria involving roadway functional classification, propensity to carry inter-jurisdictional traffic, connection to the freeway system, etc. For example, every roadway that interchanges with a freeway is included on the Nexus Study Network. Figures 1 and 2 show the draft Nexus Study Network in the Valley and Victor Valley, respectively.

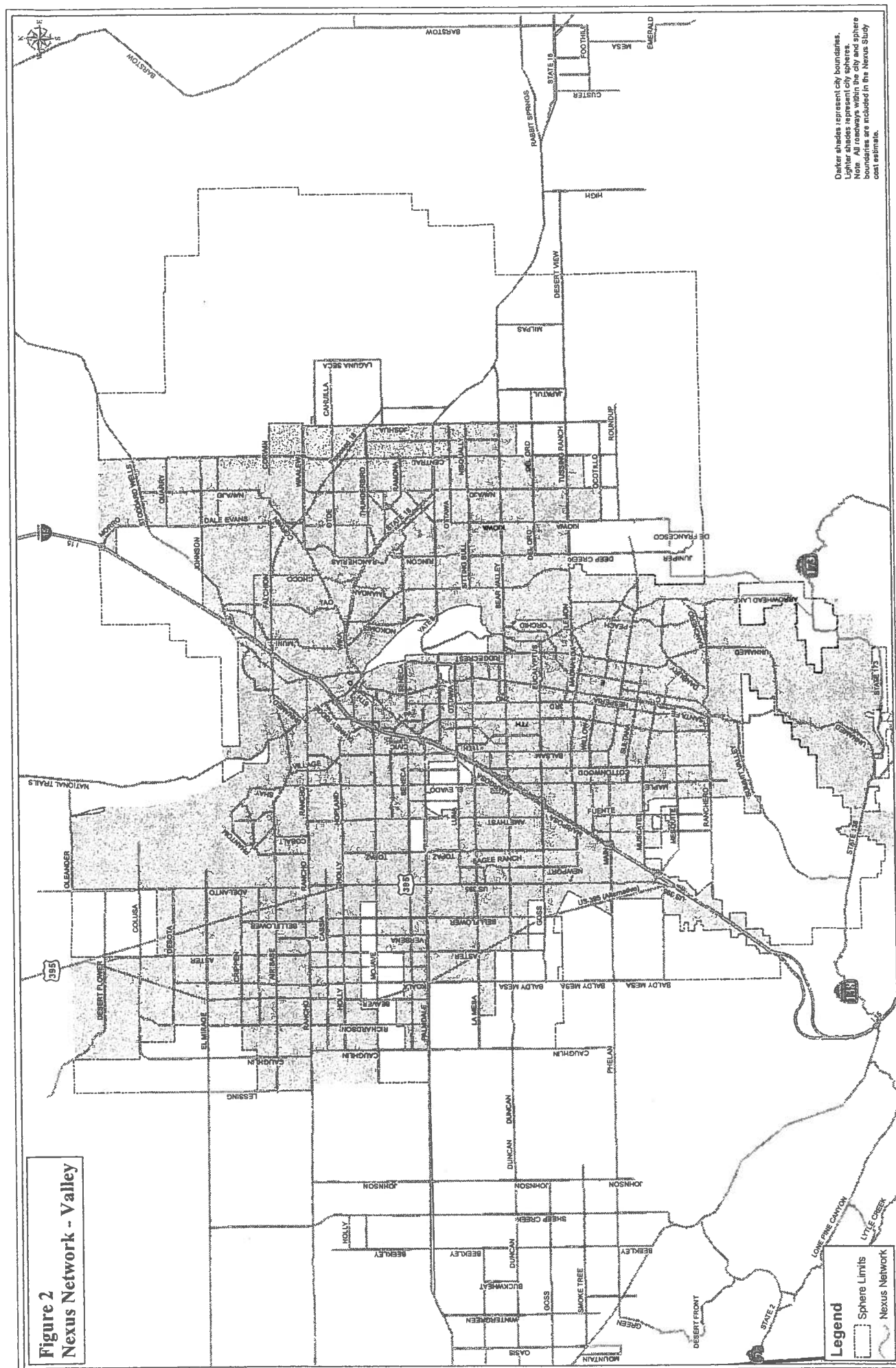
A list of interchanges has been compiled for inclusion in the Nexus Study. The list was originally based on the interchanges submitted by SANBAG and local jurisdictions for the 2004

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Regional Transportation Plan (RTP) and then modified for the Nexus Study based on local jurisdiction input. The list was distributed to local jurisdictions for review and comment. A list of potential railroad grade crossing projects also has been compiled. Only the grade crossings on the Nexus Study Network are included in the analysis.



Forecast Growth by Jurisdiction

The calculation of fair share development contributions required~~s~~ an estimate of projected growth for residential and non-residential development. The data set used as the starting point for projection of residential development (single and multi-family dwelling units) and non-residential development (retail and non-retail employment) was the 2030 local input provided as part of the growth forecasting process for the 2004 RTP. This iterative process, well-documented in the 2004 RTP of the Southern California Association of Governments (SCAG), generat~~e~~d an initial forecast for the entire Southern California region by jurisdiction, which ~~was~~ then given to local jurisdictions for review, comment, and possible modification. The "local input" 2030 data set was used for the Nexus Study because it was developed through the direct involvement of and review by each of the local jurisdictions. Each local jurisdiction signed off on its local input data in late 2002. These forecasts have been reviewed and updated by local jurisdictions in early and mid-2005. Three specific review and comment periods were provided to local jurisdictions in 2005 for both the growth forecasts and for the project lists. SANBAG staff was also available to meet with local jurisdictions individually and held such meetings with the majority of jurisdictions. The year 2004 was used as the base year for the analysis of growth forecasts. The 2004 dwelling unit totals by jurisdiction are based on California Department of Finance data. The 2004 employment data (retail and non-retail) was derived by adding one year of growth to the 2003 employment data reviewed by each of the local jurisdictions. The growth was estimated as 1/27th of the projected growth between 2003 and 2030.

Table 1 presents the 2004 and 2030 estimates of dwelling units and employment by jurisdiction. Table 2 presents the growth estimates for unincorporated areas within each city sphere area. The tables show the projected growth over the entire 26-year period. By way of comparison, 12,640 new residential dwelling units were permitted by local jurisdictions in San Bernardino County in 2003 (California Department of Finance Table I-6). The projected growth of about 290,000 dwelling units over the next 26 years equates to an average annual rate of about 10,700 units, approximately equivalent to the average number permitted annually in San Bernardino County for 2001 through 2003. The annual rate in the mid-90s was as low as half that rate. Thus, the rate of growth contained in the projections for the Nexus Study would appear consistent with historical trends as well as with regionally accepted projections.

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Table 1. Summary of Growth Data for Cities

Jurisdiction	Single Family 2004	Single Family 2030	SF Growth	Multi-Family 2004	Multi-Family 2030	MF Growth	Retail Empl. 2004	Retail Empl. 2030	Retail Growth	Non-Retail Empl. 2004	Non-Retail Empl. 2030	Non-Retail Growth	Trip Ends 2004 in PCEs	Trip Ends 2030 in PCEs	Ratio of Trip Growth to 2030 Trips
Adelanto	3,866	25,346	21,480	1,462	6,354	4,892	375	886	511	2,775	6,448	3,673	61,704	326,643	81.1%
Apple Valley	15,870	32,849	16,979	4,170	4,518	348	3,285	9,967	6,682	12,790	35,029	22,239	270,012	600,556	55.0%
Chino	13,600	20,230	6,630	4,339	9,348	5,009	8,855	13,706	4,851	39,465	56,673	17,208	404,030	623,078	35.2%
Chino Hills	18,949	20,560	1,611	2,931	4,862	1,931	933	1,163	230	4,222	5,823	1,601	233,956	271,081	13.7%
Colton	9,228	11,979	2,751	5,541	13,959	8,418	7,176	13,492	6,316	19,038	35,003	15,965	287,549	509,440	43.6%
Fontana	33,002	46,393	13,391	8,338	11,947	3,609	9,451	15,818	6,367	41,435	59,868	18,433	638,669	940,825	32.1%
Grand Terrace	2,896	3,563	667	1,345	2,282	937	575	1,564	989	1,922	4,403	2,481	51,782	86,208	39.9%
Hesperia	17,808	43,008	25,200	3,610	9,690	6,080	4,743	11,008	6,265	14,833	37,974	23,141	312,374	760,574	58.9%
Highland	13,005	16,739	3,734	2,508	2,674	166	1,377	8,591	7,214	5,919	11,336	5,417	183,127	341,729	46.4%
Loma Linda	3,898	7,148	3,250	4,003	5,458	1,455	4,637	7,839	3,202	11,636	17,585	5,949	166,335	271,939	38.8%
Montclair	6,095	8,000	1,905	2,373	2,800	427	10,347	12,414	2,067	13,065	16,536	3,471	264,245	325,943	18.9%
Ontario	29,726	42,132	12,406	14,442	26,897	12,455	10,983	30,063	19,080	65,282	101,403	36,121	736,782	1,324,759	44.4%
Rancho Cuc.	34,856	36,443	1,587	12,630	22,519	9,889	6,552	14,108	7,556	51,751	79,342	27,591	673,040	943,897	28.7%
Redlands	16,525	19,252	2,727	7,902	9,862	1,960	6,369	9,345	2,976	20,803	30,524	9,721	369,511	480,572	23.1%
Rialto	19,474	34,335	14,861	7,083	10,563	3,480	4,390	7,181	2,791	17,461	29,255	11,794	355,016	600,270	40.9%
San Bernardino	35,957	48,311	12,354	20,844	23,077	2,233	9,344	21,417	12,073	69,188	99,051	29,863	829,782	1,227,184	32.4%
Upland	16,091	19,866	3,775	11,340	29,443	18,103	2,136	11,552	9,416	28,505	37,792	9,288	348,513	673,969	48.3%
Victorville	17,886	34,419	16,533	8,826	12,702	3,876	8,019	17,500	9,481	29,011	61,500	32,489	436,301	856,046	49.0%
Yucaipa	11,273	16,450	5,177	5,757	7,398	1,641	1,806	2,981	1,175	6,701	9,593	2,892	196,732	284,692	30.9%
Total	320,003	487,023	167,020	129,444	216,353	86,909	101,352	210,596	109,243	455,798	735,138	279,340	7,089,237	11,449,406	

Table 2. Summary of Growth Data for Spheres of Influence

Jurisdiction	Single Family 2004	Single Family 2030	SF Growth	Multi-Family 2004	Multi-Family 2030	MF Growth	Retail Empl. 2004	Retail Empl. 2030	Retail Growth	Non-Retail Empl. 2004	Non-Retail Empl. 2030	Non-Retail Growth	Trip Ends 2004 in PCEs	Trip Ends 2030 in PCEs	Ratio of Trip Growth to 2030 Trips
Adelanto Sphere	62	145	83	26	50	24	2	18	16	18	114	96	876	2,366	63.0%
Apple Valley Sphere	1,539	4,000	2,461	325	457	132	58	120	62	709	1,030	321	20,368	47,535	57.2%
Chino Sphere	1,243	1,837	594	357	513	156	626	1,078	452	694	1,200	506	25,879	40,865	36.7%
Colton Sphere	674	983	309	175	299	124	22	51	29	518	1,011	493	9,666	15,388	37.2%
Devore/Glen Helen	1,102	3,635	2,533	121	338	217	12	17	5	1,998	2,738	740	17,520	46,334	62.2%
Fontana Sphere	5,634	8,706	3,072	1,922	3,501	1,579	2,792	5,717	2,925	6,323	8,960	2,637	127,577	219,011	41.7%
Hesperia Sphere	1,667	3,019	1,352	372	524	152	99	134	35	456	648	192	21,856	37,385	41.5%
Loma Linda Sphere	245	1,173	928	122	281	159	9	27	18	417	889	472	4,558	16,464	72.3%
Montclair Sphere	1,289	1,949	660	830	1,160	330	670	1,155	485	1,010	1,744	734	31,108	49,072	36.6%
Redlands Sphere	2,307	3,910	1,603	735	1,233	498	30	64	34	6,253	8,183	1,930	45,819	71,052	35.5%
Redlands Donut Hole	3	10	7	11	11	0	7	1,612	1,605	399	5,457	5,058	1,317	38,866	62.0%
Rialto Sphere	5,805	9,459	3,654	876	1,344	468	237	411	174	4,579	6,799	2,220	79,939	128,208	37.6%
San Bernardino Sphere	6,838	8,662	1,824	2,142	2,853	711	229	304	75	5,018	7,171	2,153	100,031	130,151	23.1%
Upland Sphere	1,144	1,680	536	72	105	33	1,119	1,934	815	1,403	2,420	1,017	32,110	52,376	38.7%
Victorville Sphere	3,748	4,356	608	392	649	257	66	110	44	716	1,005	289	42,919	52,182	17.8%
Yucaipa Sphere	123	204	81	40	63	23	0	1	1	165	275	110	1,960	3,241	39.5%
Total	33,424	53,728	20,304	8,517	13,381	4,864	5,978	12,753	6,776	30,675	49,644	18,969	563,502	950,496	

Costs of Arterial, Interchange, and Railroad Grade Crossing Improvements

Cost estimates for many of the proposed improvements were available through jurisdiction submissions as part of the 2004 Regional Transportation Plan. This served as an initial foundation for the estimates of project cost. In other cases, the list was derived from projects contained in existing local jurisdiction development impact fee (DIF) programs. The initial list of projects and costs was again reviewed by each local jurisdiction in early and mid-2005. The cost estimates were generated as follows:

• For arterials, costs were estimated as follows:

- The local jurisdiction projects and cost estimates were accepted directly and entered into a database. These included only the arterial projects on the Nexus Study Network. Unless otherwise noted, the costs include right-of-way and construction costs. In some cases, bridges, traffic signals, and other cost items are specified separately. Where these items are not separately identified, the costs are assumed to be included in the overall cost estimate for widening of each facility. The existing number of lanes and the number of lanes after improvement are also identified for projects where the information was available. Curb lanes for roadways in areas yet to be developed are the responsibility of the development project fronting the roadway, unless the undeveloped frontage is an easement or otherwise designated as permanent open space. The costs included in the Nexus Study were reduced by the amount of federal earmarks for individual arterial projects from the SAFETEA-LU transportation bill, where specifically identified, based on the development mitigation principles adopted by the SANBAG Board.
- The Measure I Strategic Plan identified equitable share percentages for each jurisdiction in the San Bernardino Valley. Equitable shares are defined as the percentage of Measure I Arterial Sub-program funding guaranteed to each Valley jurisdiction over the life of Measure I 2010-2040. The percentage is the ratio of public share costs for each jurisdiction's list of arterial projects to the total Valley arterial public share costs in the Nexus Study as it was approved by the SANBAG Board in November 2007. An equitable share "baseline" is then defined as the public share cost of all projects in the Valley Arterial Sub-program in the November 2007 Nexus Study times the equitable share percentage for each jurisdiction. This baseline is escalated with each Nexus Study update, and serves as a basis against which the affordability of a jurisdiction's arterial program can be compared. Jurisdictions are permitted to include projects with costs that exceed their equitable share baseline within the Nexus Study. However, jurisdictions should be mindful that anticipated "public share" of project costs in excess of the equitable share baseline will need to be funded entirely by the jurisdiction. If Measure I revenue available to the Arterial Sub-program over the 30 years of the Measure proves to be consistent with the public share of project cost in the Arterial Sub-Program. A table has been included later in this report that provides each jurisdiction's equitable share percentage, estimated equitable

share baseline based on the escalated equitable share established by the 2007 Nexus Study and an estimate of the percent a jurisdiction is over or under the projected equitable share baseline.

- **For interchanges, costs were estimated based on the following basic criteria:**
 - Used the most recent Project Study Report (PSR) prepared, if available, or other updated costs from local jurisdictions. If necessary, these costs were updated to 2004. In some cases, PSR cost estimates for one interchange were used to estimate costs for other interchanges where the improvement needs were expected to be similar. For example, the Mountain View/I-10 interchange was viewed to have improvement costs of the same scale as the Tippecanoe/I-10 interchange. The interchange costs were reduced by the amount of federal earmarks, where specifically identified. The interchange cost tables show the costs both without and with the reduction from the earmark.
 - ~~Where PSRs or updated costs from local jurisdictions were not available, an assessment was made of reconstruction needs for each interchange. Interchanges were classified as to whether the arterial crossed over or under the freeway, whether the bridge would need to be replaced or kept (for underpasses), whether there was involvement with a rail line, and whether right of way acquisition would likely be limited or extensive. The following general rules were then applied to assign costs for interchange construction and right of way acquisition. The rules were based on recent construction and PSR experience and on input from Caltrans and SANBAG's general engineering consultant:~~
 - ~~New interchange (arterial crossing over freeway): \$25 million~~
 - ~~New interchange with railroad involvement: \$30 million~~
 - ~~Modified underpass, structure replaced: \$40 million~~
 - ~~Modified underpass, keeping structure, limited ROW, and no unusual geometry: \$18 million~~
 - ~~Modified underpass, keeping structure, extensive ROW: \$23 million~~
 - ~~Modified overpass, no railroad involvement, limited ROW: \$21 million~~
 - ~~Modified overpass, railroad involvement, limited ROW: \$25 million~~
 - ~~Modified overpass, no railroad involvement, extensive ROW: \$25 million~~
 - ~~Modified overpass, railroad involvement, extensive ROW: \$30 million~~
 - It should be understood that these planning-level estimates are based on the best available information and represent costs for 2008⁴. Costs for interchanges have been generally been escalated for the 2007 update based on the same factors used for arterial streets, but in 2008/2009 SANBAG staff more thoroughly reviewed a number of interchange projects and modified costs accordingly. Cost estimates may vary from the above general rules depending on other circumstances in the vicinity of each interchange. SANBAG will actively participate in project development activities for interchanges included in the Nexus Study. Staff will include the most up-to-date cost information in the Nexus Study, minus ineligible costs as defined by the Strategic Plan. Local jurisdictions and SANBAG may provide on-going updates to cost estimates as PSRs become available and as right-of-way needs become more defined.

- For railroad grade crossing projects, costs were initially taken directly from local jurisdiction estimates submitted for the 2004 RTP, with updates provided by local jurisdictions in early and mid-2005. Again, costs were reduced based on federal earmarks, where specifically identified. A number of costs for railroad grade separation projects were significantly modified based on preliminary engineering efforts. The costs have been modified to maintain consistency with the Trade Corridors Improvement Fund applications that have been submitted to the California Transportation Commission.

~~Table 3 lists the interchange improvements included in the Nexus Study. In this table, "K" means to keep the structure, "R" means replace. A "C" means complex geometry is likely. Railroad involvement is a Yes or No. Right-of-way is Limited or Extensive.~~

The list of railroad grade crossing improvements is presented in a later section. The arterial project list is provided in Attachment 1 of this report.

Table 3. Interchange Descriptions and Costs

Description	2009 Cost (\$1,000)	Existing Structure (Art. Over/Under)
VALLEY INTERCHANGES (Listed generally west to east)		
In Chino on SR-60 at Ramona Ave – Interchange Improvements	\$30,240	Overpass
In Chino on SR-60 at Central Ave – Interchange Improvements	\$30,240	Overpass
In Chino on SR-60 at Mountain Ave – Interchange Improvements	\$25,970	Underpass
In Ontario on SR-60 at Euclid Ave – Widen Ramps	\$7,900	Underpass
In Ontario on SR-60 at Grove Ave – Interchange Improvements	\$50,810	Underpass
In Ontario on SR-60 at Vineyard Ave – Interchange Improvements	\$50,810	Underpass
In Ontario on SR-60 at Archibald Ave – Widen Ramps	\$7,900	Underpass
In Montclair on I-10 at Monte Vista – Interchange Improvements	\$25,448	Underpass
In Ontario on I-10 at 4th St/Grove Ave – Interchange Improvements	\$156,000	Underpass
In Ontario on I-10 at Euclid Ave – Widen EB and WB Ramps	\$9,030	Overpass
In Ontario on I-10 at Vineyard Ave – Interchange Improvements	\$83,550	Overpass
In Fontana on I-10 at Cherry Ave – Interchange Improvements	\$76,870	Overpass
In Fontana on I-10 at Beech Ave – New Interchange	\$113,903	N/A
In Fontana on I-10 at Citrus Ave – Interchange Improvements	\$54,460	Overpass
In Fontana on I-10 at Alder Ave – New Interchange	\$99,450	N/A
Near Bloomington on I-10 at Cedar Ave – Interchange Improvements	\$52,000	Overpass
In Rialto on I-10 at Riverside Ave – Phase I, Interchange Improvements	\$34,000	Overpass
In Rialto on I-10 at Riverside Ave – Phase II, Widen Bridge over UPRR	\$10,000	Overpass
Near Colton on I-10 at Pepper Ave – Phase I, Realign Valley Blvd	\$9,500	Overpass
Near Colton on I-10 at Pepper Ave – Phase II, Interchange Improvements	\$44,500	Overpass
In Colton on I-10 at Mount Vernon – Interchange Improvements	\$31,810	Overpass
In Loma Linda and San Bernardino on I-10 at Tippecanoe Ave – Interchange Improvements	\$60,000	Underpass
In Loma Linda on I-10 at Mountain View Ave – Interchange Improvements	\$50,895	Underpass
In Redlands on I-10 at California St – Interchange Improvements	\$44,533	Underpass

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Description	2008 Cost (\$1,000)	Existing Structure (Art. Over/Under)
In Redlands on I-10 at Alabama St – Interchange Improvements	\$26,720	Overpass
In Redlands on I-10 at University Ave – Interchange Improvements	\$5,514	Underpass
In Redlands on I-10 at Wabash Ave – Interchange Improvements	\$26,720	Overpass
In Yucaipa on I-10 at Live Oak Canyon Road – Interchange Improvements	\$20,286	Overpass
In Yucaipa on I-10 at Wildwood Canyon – New Interchange	\$35,410	N/A
In Rancho Cucamonga on I-15 near 6th St/Arrow Route – New Interchange	\$70,000	Underpass
In Rancho Cucamonga on I-15 at Baseline – Interchange Improvements	\$35,919	Underpass
In Fontana on I-15 at Duncan Canyon Rd – New Interchange	\$62,900	Overpass
In Fontana on I-15 at Sierra Ave – Interchange Improvements	\$12,724	Underpass
In San Bernardino on SR-30 (SR-210) at Waterman Ave – Interchange Improvements	\$50,895	Overpass
In San Bernardino on SR-30 (SR-210) at Del Rosa Ave – Interchange Improvements	\$35,627	Underpass
In Highland on SR-30 (SR-210) at Base Line – Interchange Improvements	\$8,700	Overpass
In Highland on SR-30 (SR-210) at 5 th St – Interchange Improvements	\$8,000	Underpass
In San Bernardino on I-215 at University Pkwy – Interchange Improvements	\$32,981	Underpass
In San Bernardino on I-215 at Pepper-Linden Ave – New Interchange	\$57,359	N/A
In San Bernardino on I-215 at Palm Ave – Widen Ramps Interchange Improvements	\$10,929	Underpass
VICTOR VALLEY INTERCHANGES		
In Hesperia on I-15 at Ranchero Rd – New Interchange	\$76,000	N/A
In Hesperia on I-15 at Joshua/Muscatel – Interchange Reconstruction or New Interchange	\$55,000	Overpass
In Victorville on I-15 at Mojave St – New Interchange	\$50,895	N/A
In Victorville on I-15 at Eucalyptus – New Interchange	\$50,895	N/A
In Victorville on I-15 at Bear Valley Rd – Interchange Improvements	\$25,448	Overpass
In Victorville on I-15 at La Mesa Rd/Nisqualli Rd – New Interchange	\$91,800	N/A
In Victorville/Apple Valley on I-15 at East/West High Desert Corridor – New Interchange	\$76,343	N/A

Methodology for Estimating Proportion of Costs Attributable to New Development

State law requires that new development not be charged to correct existing transportation deficiencies. An analysis was therefore conducted to estimate the cost of the identified improvements attributable to new development. It is important to note that there are different methodologies that could be used to estimate the proportion of cost attributable to new development. One approach would determine whether new development would require the widening or expansion of an existing facility to meet predetermined performance criteria (e.g. a specified "level of service"). New development could be deemed to be responsible for 100 percent of the cost of improving the facility to a level that would achieve the performance criteria, since that improvement would not be necessary if the development did not occur.

Another approach is to allocate new development's fair share based on the proportion of total traffic that the new growth represents. This would be calculated as a ratio of the estimated growth in traffic (between existing and future years) to the total traffic in the future year. The second approach is more conservative, as new development is held to be responsible for a share of the cost of facility expansion, not 100 percent of the cost. Even though the SANBAG Nexus Study takes the second approach, local jurisdictions may follow the first approach or any alternate approach that is consistent with California law and that achieves the minimum fair share development contribution levels specified in this Nexus Study. The methodology for arterials, interchanges, and railroad crossings involved the following steps:

Methodology for Arterial Project Fair Share:

- Calculate trip growth (2004 to 2030) for each jurisdiction, based on growth data. Trips for each jurisdiction were estimated by applying vehicle trip generation rates per dwelling unit (single and multiple family) and per employee (retail and non-retail) to the previously described 2004 and 2030 dwelling unit and employment data. These are actually defined as "trip ends." The number of trips would be calculated as the number of trip ends divided by two. The trip generation rates are:
 - Single family dwelling unit – 9.57 vehicle trip ends (in and out) per day (based on the Institute of Transportation Engineers report *Trip Generation*)
 - Multi-family dwelling unit – 6.63 vehicle trip ends per day (based on the ITE report *Trip Generation*)
 - Retail – 19.5 vehicle trip ends per employee per day (based on per-employee rates used by SCAG)
 - Non-retail - 1.85 vehicle trip ends per employee per day (based on per-employee rates used by SCAG)
- Calculate total trip ends in passenger car equivalents (PCEs) for each jurisdiction and sphere area.
- Growth's fair share = ratio of growth in trip ends (2004 to 2030) to total 2030 trip ends. These percentages (for each jurisdiction and sphere) were previously illustrated in the last column of Tables 1 and 2. (Note: for the "Donut Hole" in unincorporated San Bernardino County, the ratio of trip growth to 2030 trips was

based on trips taken from a January 2005 Traffic Impact Analysis entitled "County of San Bernardino Donut Hole Projects Cumulative Traffic Impact Analysis." The dwelling unit and employment data in the Donut Hole were not adequately up-to-date for calculating this percentage.)

- Multiply fair share by Nexus Study Network arterial improvement cost for each jurisdiction

There is no allocation of arterial project costs to jurisdictions outside the jurisdiction in which the project is located. Each jurisdiction is responsible for the arterial improvements within its own jurisdiction.

Methodology for Interchange Project Fair Share:

- Define "traffic sheds" for each interchange. A traffic shed represents the geographic area around the interchange from which most of the traffic using that interchange is likely to be drawn. In general, traffic will be drawn to an interchange following the roadways that cross the freeway. However, it is not expected that traffic within each traffic shed will exclusively use the interchange with which the traffic shed is associated. Where an arterial crosses the freeway at a perpendicular angle, the traffic shed was extended half way to the adjacent interchanges. Different configurations were required for traffic sheds in which the arterial was not perpendicular to the freeway. Further, the traffic sheds were generally extended laterally (i.e. perpendicular to the freeway) no farther than half way to the next parallel freeway. Traffic sheds used in the analysis are shown in Figures 3 and 4 for the Valley and Victor Valley, respectively. Several "select link" runs were conducted using the RIVSAN CTP model to verify the logic behind the definition of the traffic sheds. The traffic shed approach was accepted by the Nexus Study Task Force and CTP TAC through reviews of the methodology in 2004.
- Calculate the projected growth in trips (2004 to 2030) by jurisdiction within the traffic shed for each interchange. This analysis was conducted using SANBAG's GIS system, overlaying the traffic sheds on the traffic analysis zones (TAZs) containing the socio-economic data. Trip generation rates used in this analysis are discussed in a subsequent section.
- The fair share attributed to new development = ratio of traffic growth (2030 minus 2004) to total 2030 traffic. It should be noted that this approach will provide a conservatively low estimate of the fair share attributable to growth, compared to the alternate approach discussed earlier for arterials (i.e. assign 100 percent of the cost of the improvement to new development, if it were determined that the improvement would not be needed if no more growth were to occur). For new interchanges, a minimum fair share percentage of 50 percent was applied.
- Allocate the fair share cost among jurisdictions based on the calculations of trip growth within the traffic shed, by jurisdiction. For unincorporated areas, the fair share cost was estimated for each city sphere area.
- Multiply fair share by interchange improvement cost

- Calculate jurisdiction-level total fair share interchange costs. Table 4 shows the calculations of percent responsibility by jurisdiction and jurisdiction sphere area. Table 5 shows the fair share dollar allocation for jurisdictions and spheres. For example, the fair share allocation of interchange cost could be allocated as follows:
 - Interchange cost = \$20 million
 - Ratio of growth (2030 trips within the traffic shed minus 2004 trips) to 2030 trips = 25%
 - Fair share cost = \$5 million (\$20 million X 25%)
 - 80% of “traffic shed” trips from Jurisdiction X = \$4 million
 - 20% of trips from Jurisdiction Y = \$1 million

Methodology for Railroad Grade Crossing Project Fair Share:

- The ratio of trip growth to 2030 trips by jurisdiction (same as for the arterial analysis) was applied to the railroad grade crossing project cost
- An assessment was made of the proportion of the growth in traffic delays attributable to train growth versus traffic growth. The fair share allocated to new development was reduced by the percentage of train growth. Growth in train volume was based on forecasts prepared for the Inland Empire Rail Mainline Study by Robert Leachman & Associates. Fair share costs are not assessed to new development for the proportion attributable to train growth.
- Only costs for railroad crossing projects on the Nexus Study network were included in the fair share calculation. Individual jurisdictions may include other projects in their own DIF programs. Table 6 lists the railroad grade separation projects on the Nexus Study Network, their costs, ratio of train growth to 2030 train volume, ratio of traffic growth to 2030 traffic volume (at a jurisdictional level), and fair share cost for the railroad grade crossing projects.

Estimated Development Contribution Levels by Jurisdiction and Sphere Area

Table 7 summarizes the jurisdiction-by-jurisdiction costs and fair share amounts for regional arterials, interchanges, and railroad grade crossing projects. Table 8 provides the equitable share information by jurisdiction for the Valley subarea. Table 9 breaks down the fair share amounts by sphere area of influence or County subarea. Some of these costs are already accounted for in local DIF programs or other local development mitigation programs. Each jurisdiction is has responsible for implementing implemented a development mitigation program by that meets the requirements established in November 2006 update to the CMP. that is designed to achieve these fair share mitigation levels. Provisions for submission the on-going maintenance and implementation of these local jurisdiction development mitigation programs to SANBAG are contained in Appendix J of the CMP. Jurisdictions may develop such programs prior to

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~~November 2006. If such programs are found by SANBAG to be compliant with the Nexus Study and provisions of the CMP, the requirement for preparing CMP TIA reports will be waived.~~

Table 6. Railroad Grade Crossing Projects on Nexus Study Network

Description	2008 Cost Est. (\$1000s)	Federal Earmarks	Location	Ratio Train Growth to 2030	Ratio Trip Growth to 2030	2008 Cost Alloc. To Devel (\$1000s)
Grade Separation at Olive St in Colton on the San Bernardino Line	\$24,565		Colton	55%	43.6%	\$4,815
Widen Mount Vernon grade separation in Colton on the Alhambra Line	\$5,315		Colton	55%	43.6%	\$1,042
In Fontana on Grade Separation at Citrus Ave in Fontana at Santa Fe Railroad Construct Undercrossing For Existing 4 Lanes Metrolink Crossing	\$22,984		Fontana	55%	32.1%	\$3,322
Grade Separation at Main St in Grand Terrace on the San Bernardino Line	\$26,000		G. Terr.	55%	39.9%	\$4,672
In Hesperia on Grade Separation at Ranchero Rd 7th Avenue To Danbury Realign Road And Construct Railroad Undercrossing on the BNSF Line	\$23,185	(\$4,000)	Hesperia	55%	58.9%	\$5,087
Grade Separation at Eucalyptus Rd in Hesperia on the BNSF Line	\$17,238		Hesperia	55%	58.9%	\$4,571
Grade Separation at Beaumont Ave in Loma Linda on the Yuma Line	\$23,415		L. Linda	55%	38.8%	\$4,092
Grade Separation at Monte Vista Ave in Montclair at the UPRR Crossing	\$21,834	(\$1,600)	Montclair	55%	18.9%	\$1,724
Widen Central Ave grade separation in Montclair on the Alhambra and Los Angeles Lines	\$4,452		Montclair	55%	18.9%	\$379
Grade Separation at Archibald Ave in Ontario on the Los Angeles Line	\$58,406		Ontario	55%	44.4%	\$11,665
Grade Separation at N. Milliken Ave in Ontario on the Alhambra Line	\$74,210		Ontario	55%	44.4%	\$14,822
Grade Separation at S. Milliken Ave in Ontario on the Los Angeles Line	\$76,115		Ontario	55%	44.4%	\$15,202
Grade Separation at Vineyard Ave in Ontario on the Alhambra Line	\$44,517		Ontario	55%	44.4%	\$8,891
Grade Separation at Haven Ave in Rancho Cucamonga at Metrolink Crossing	\$22,855		Rancho	55%	28.7%	\$2,951
Railroad crossing safety improvements at San Timoteo Rd in Redlands on the Yuma Line	\$1,867		Redlands	55%	23.1%	\$194
Grade Separation at Palm Ave in San Bernardino on the Cajon Line	\$35,176		S. Bern.	55%	32.4%	\$5,126
Grade Separation at Rialto Ave in San Bernardino on the San Bernardino Line	\$24,564		S. Bern.	55%	32.4%	\$3,580
Grade Separation at State/University Pkwy in San Bernardino on the Cajon Line	\$20,867	(\$1,600)	S. Bern.	55%	32%	\$2,808
Grade Separation at Fogg St in Colton on the San Bernardino Line	\$27,293		Colton	55%	43.6%	\$5,349
Grade Separation at Hunts Ln in San Bern./Colton on the Yuma Line	\$20,111	(\$5,000)	S.B./Colton	55%	38.0%	\$2,582
Grade Separation at Glen Helen Pkwy in San Bernardino Co. on Cajon Line	\$26,868		County	55%	62.2%	\$7,520

Table 7. Summary of Fair Share Costs for Arterial, Interchange, and RR Grade Crossing Project Costs for Cities (through year 2030)

Jurisdiction	Ratio of Trip Growth to 2030 Trips	2008 Total Art Cost (\$Mill)	2008 Devel. Share of Total Art Cost (\$Mill)	2008 Public Share of Total Art Cost (\$Mill)	2008 Devel. Share Of Interchg Cost (\$Mill)	2008 Devel. Share Of RR Grade Sep. Cost (\$Mill)
Adelanto	81.1%	\$136.38	\$110.61	\$25.76	\$8.75	\$0.00
Apple Valley	55.0%	\$201.67	\$111.00	\$90.67	\$31.92	\$0.00
Chino	35.2%	\$124.14	\$43.64	\$80.50	\$31.19	\$0.00
Chino Hills	13.7%	\$29.83	\$4.09	\$25.75	\$0.00	\$0.00
Colton	43.6%	\$52.70	\$22.95	\$29.75	\$21.51	\$12.50
Fontana	32.1%	\$329.19	\$105.67	\$223.52	\$150.60	\$3.32
Grand Terrace	39.9%	\$28.13	\$11.23	\$16.90	\$0.00	\$4.67
Hesperia	58.9%	\$204.92	\$120.75	\$84.16	\$109.90	\$9.66
Highland	46.4%	\$136.70	\$63.45	\$73.25	\$10.21	\$0.00
Loma Linda	38.8%	\$78.16	\$30.35	\$47.81	\$26.72	\$4.09
Montclair	18.9%	\$8.65	\$1.64	\$7.01	\$5.34	\$2.10
Ontario	44.4%	\$254.35	\$112.89	\$141.46	\$137.56	\$50.58
Rancho Cucamonga	28.7%	\$83.00	\$23.82	\$59.18	\$48.16	\$2.95
Redlands	23.1%	\$74.09	\$17.12	\$56.96	\$10.87	\$0.19
Rialto	40.9%	\$76.01	\$31.05	\$44.96	\$17.20	\$0.00
San Bernardino	32.4%	\$136.37	\$44.16	\$92.21	\$59.47	\$10.00
Upland	48.3%	\$53.11	\$25.65	\$27.46	\$4.73	\$0.00
Victorville	49.0%	\$111.22	\$54.54	\$56.69	\$69.00	\$0.00
Yucaipa	30.9%	\$95.76	\$29.59	\$66.17	\$25.14	\$0.00
Total		\$2,226.09	\$969.64	\$1,256.45	\$768.27	\$100.07

	Ratio of Trip Growth to 2030 Trips	Equitable Share %	2006 Total Art Cost (\$Mill)	2006 Devel Share of Total Art. Cost (\$Mill)	2006 Public Share of Total Art. Cost (\$Mill)	2006 Equitable Share Baseline (\$Mill)	2008 Total Art Cost (\$Mill)	2008 Devel Share of Total Art. Cost (\$Mill)	2008 Public Share of Total Art. Cost (\$Mill)	2008 Equitable Share Baseline (\$Mill)**	% Over/Under Equitable Share Baseline
Jurisdiction											
Chino	35.2%	7.62%	\$121.68	\$42.78	\$78.90	\$78.90	\$124.14	\$43.64	\$80.50	\$89.08	-10.7%
Chino Hills	13.7%	2.20%	\$26.42	\$3.62	\$22.80	\$22.80	\$29.83	\$4.09	\$25.75	\$25.75	0.0%
Colton	43.6%	2.54%	\$46.67	\$20.33	\$26.34	\$26.34	\$52.70	\$22.95	\$29.75	\$29.74	0.0%
Fontana	32.1%	19.47%	\$297.04	\$95.40	\$201.64	\$201.64	\$329.19	\$105.67	\$223.52	\$227.65	-1.9%
Grand Terrace	39.9%	1.39%	\$24.03	\$9.60	\$14.43	\$14.43	\$28.13	\$11.23	\$16.90	\$16.30	3.6%
Highland	46.4%	6.80%	\$131.45	\$61.01	\$70.44	\$70.44	\$136.70	\$63.45	\$73.25	\$79.53	-8.6%
Loma Linda	38.8%	4.09%	\$69.23	\$26.88	\$42.34	\$42.34	\$78.16	\$30.35	\$47.81	\$47.80	0.0%
Montclair	18.9%	0.60%	\$7.66	\$1.45	\$6.21	\$6.21	\$8.65	\$1.64	\$7.01	\$7.01	0.0%
Ontario	44.4%	12.32%	\$229.34	\$101.79	\$127.55	\$127.55	\$254.35	\$112.89	\$141.46	\$144.00	-1.8%
Rancho Cucamonga	28.7%	5.06%	\$73.53	\$21.10	\$52.43	\$52.43	\$83.00	\$23.82	\$59.18	\$59.19	0.0%
Redlands	23.1%	4.87%	\$65.62	\$15.17	\$50.46	\$50.45	\$74.09	\$17.12	\$56.96	\$56.96	0.0%
Rialto	40.9%	3.90%	\$67.32	\$26.93	\$40.39	\$40.39	\$76.01	\$31.05	\$44.96	\$45.60	-1.4%
San Bernardino	32.4%	7.89%	\$120.78	\$39.11	\$81.67	\$81.67	\$136.37	\$44.16	\$92.21	\$92.20	0.0%
Upland	48.3%	2.35%	\$47.04	\$22.71	\$24.32	\$24.32	\$53.11	\$25.65	\$27.46	\$27.46	0.0%
Yucaipa	30.9%	5.99%	\$89.72	\$27.72	\$62.00	\$62.00	\$95.76	\$29.59	\$66.17	\$69.99	-5.8%
County	39.5%	12.91%	\$221.39	\$87.71	\$133.68	\$133.71	\$210.78	\$83.34	\$127.44	\$150.96	-18.5%
Total		100.00%	\$1,638.92	\$603.30	\$1,035.62	\$1,035.62	\$1,781.69	\$556.58	\$1,125.11	\$1,169.21	0.00%

* Equitable share baseline was escalated 12.9% and 0% incorporating escalation from 2006 to 2007 and 2007 to 2008 respectively.

Table 9. Summary of Fair Share Costs for Arterial, Interchange, and RR Grade Crossing Project Costs for Sphere Areas (through 2030)

Jurisdiction	Ratio of Trip Growth to 2030 Trips	2008 Total Art Cost (\$Mill)	2008 Devel Share of Total Art. Cost (\$Mill)	2008 Public Share of Total Art. Cost (\$Mill)	2008 Devel. Share Of Interchg Cost (\$Mill)	2008 Devel. Share Of RR Grade Sep. Cost (\$Mill)
Adelanto Sphere	63.0%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Apple Valley Sphere	57.2%	\$5.27	\$3.01	\$2.26	\$10.83	\$0.00
Chino Sphere	36.7%	\$29.18	\$10.70	\$18.48	\$1.74	\$0.00
Colton Sphere	37.2%	\$7.16	\$2.66	\$4.50	\$0.40	\$0.00
Devore/Glen Helen	62.2%	\$18.19	\$11.31	\$6.88	\$0.00	\$7.52
Fontana Sphere	41.7%	\$51.95	\$21.69	\$30.26	\$52.20	\$0.00
Hesperia Sphere	41.5%	\$27.78	\$11.54	\$16.24	\$4.17	\$0.00
Loma Linda Sphere	72.3%	\$0.00	\$0.00	\$0.00	\$5.94	\$0.00
Montclair Sphere	36.6%	\$16.82	\$6.16	\$10.66	\$3.27	\$0.00
Redlands Sphere	35.5%	\$25.47	\$9.05	\$16.42	\$8.37	\$0.00
Redlands Donut Hole	62.0%	\$1.40	\$0.87	\$0.53	\$14.15	\$0.00
Rialto Sphere	37.6%	\$37.99	\$14.60	\$23.39	\$27.00	\$0.00
San Bernardino Sphere	23.1%	\$12.86	\$2.97	\$9.88	\$5.87	\$0.00
Upland Sphere	38.7%	\$7.87	\$3.04	\$4.82	\$1.49	\$0.00
Victorville Sphere	17.8%	\$3.91	\$0.69	\$3.22	\$0.72	\$0.00
Yucaipa Sphere	39.5%	\$0.91	\$0.36	\$0.55	\$0.00	\$0.00
Total		\$246.75	\$98.66	\$148.09	\$136.15	\$7.52

Several special circumstances need to be noted. First, Ontario International Airport, which is expected to undergo a major expansion through year 2030, will develop its own mitigation program in conjunction with the City of Ontario. Los Angeles World Airports (LAWA) is preparing an Environmental Impact Report and associated Traffic Impact Analysis report for its updated master plan. That TIA, to be prepared in accordance with CMP guidelines, will provide the basis for mitigation of traffic impacts in the vicinity of the airport. This will result in an agreement between the City of Ontario and LAWA governing the transportation improvements that will be funded as part of the airport expansion. These commitments may be considered a part of the City of Ontario's development mitigation program, subject to the provisions of Chapter 4 and Appendix J of the CMP. Transportation impact mitigation committed to outside the City of Ontario may be considered part of the development mitigation program for the appropriate jurisdiction. Mitigation for San Bernardino International Airport/IVDA and for Southern California Logistics Airport may be handled in the same way.

Update of Local Jurisdiction Fee Programs

Local jurisdiction development mitigation programs must be updated annually to incorporate project cost escalation. The city council/Board of Supervisors must approve the adjustments on an annual basis and reflect those adjustments in local development impact fees or other per-unit mitigation levels or assessments. The adjustments shall be based on an escalation factor approved by the SANBAG Board of Directors or by an alternative cost escalation methodology approved by SANBAG during the biennial update to the Nexus Study.

Local jurisdictions must annually adopt adjustments to their development mitigation programs to reflect the SANBAG Board adopted changes to the Nexus Study. The adjustment must be approved by the city council/Board of Supervisors by resolution on or before either January 1 or July 1, depending on the timeline chosen by the local jurisdiction. Included below is the list of local jurisdiction development mitigation program update timelines as submitted to SANBAG during the 2007 Nexus Study update.

Table 109. Local Jurisdiction Development Mitigation Program Update Schedule

Jurisdiction	July 1	Jan. 1
Adelanto*	X	
Apple Valley		X
Chino		X
Chino Hills		X
Colton	X	
Fontana		X
Grand Terrace		X
Hesperia		X
Highland		X
Loma Linda		X
Montclair		X
Ontario		X
Rancho Cucamonga	X	
Redlands	X	
Rialto*	X	X
San Bernardino	X	
San Bernardino County	X	
Upland		X
Victorville		X
Yucaipa		X

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* Jurisdictions that did not responded to the request for a development mitigation program update timeline. These jurisdictions are assumed to update their fees on a fiscal year basis.

APPENDIX J
REQUIREMENTS FOR THE LAND USE/TRANSPORTATION ANALYSIS PROGRAM
FOR LOCAL JURISDICTIONS IN THE SAN BERNARDINO VALLEY AND VICTOR
VALLEY AREAS

J.1. Background

Section VIII of the Measure I 2010-2040 Ordinance (approved by the voters of San Bernardino County on November 2, 2004) states:

“SECTION VIII. CONTRIBUTIONS FROM NEW DEVELOPMENT. No revenue generated from the tax shall be used to replace the fair share contributions required from new development. Each local jurisdiction identified in the Development Mitigation Program must adopt a development financing mechanism within 24 months of voter approval of the Measure ‘I’ that would:

“1) Require all future development to pay its fair share for needed transportation facilities as a result of the development, pursuant to California Government Code 66000 et seq. and as determined by the Congestion Management Agency.

“2) Comply with the Land Use/Transportation Analysis and Deficiency Plan provisions of the Congestion Management Program pursuant to California Government Code Section 65089.

“The Congestion Management Agency shall require fair share mitigation for regional transportation facilities through a Congestion Management Program update to be approved within 12 months of voter approval of Measure ‘I’.”

The above requirements apply to the San Bernardino Valley and Victor Valley cities¹ and unincorporated spheres of influence associated with those cities. Local jurisdictions in these areas must implement development mitigation programs that achieve development contribution requirements established by the SANBAG Development Mitigation Nexus Study (Nexus Study). The development contribution requirements are established by the Nexus Study for regional transportation improvements, including freeway interchanges, railroad grade separations, and regional arterial ~~highways~~ roadways on the Nexus Study ~~N~~network. The Nexus Study Network for the San Bernardino Valley and the Victor Valley Subareas can be found in Appendix K of the CMP.

Implementation and maintenance of a development mitigation program is required of each local jurisdiction in the Valley and Victor Valley to maintain conformance with the SANBAG Land Use/Transportation Analysis Program of the CMP (see Chapter 4). The provisions of Appendix J are a part of the CMP Land Use/Transportation Analysis Program. ~~In addition Annually, the CMP requires~~ SANBAG is required by the CMP to make an annual finding of local jurisdiction conformance to the provisions of the CMP. To support this finding, each jurisdiction must prepare a brief annual report demonstrating its continued compliance with the provisions of the Development Mitigation

¹ San Bernardino Valley cities include: Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa. Victor Valley cities include: Adelanto, Apple Valley, Hesperia, and Victorville.

Program and other provisions of the CMP. The annual reporting requirements are discussed in Section J.8 of this appendix.

The requirements contained in this appendix are in response to the provisions of Section VIII of the Measure I 2010-2040 Ordinance. The requirements are based on the Development Mitigation Principles adopted by the SANBAG Board of Directors in July 2004. These principles are referenced in Chapter 4 of the CMP. The requirements in this appendix describe the key procedures local jurisdictions must follow when implementing and maintaining a conforming fair share development mitigation program.

J.2. Preparation of the Development Mitigation Nexus Study

SANBAG has prepared and shall periodically update a Development Mitigation Nexus Study. The Nexus Study, contained in Appendix K of the CMP, to identify minimum fair share contributions from new development for capacity enhancements to the regional transportation improvements system, including (freeway interchanges, railroad grade separations, and regional arterial highways) roadways. The Nexus Study is based on development that was forecast to occur between 2004 and 2030. The current version of the Nexus Study, which includes grade separation and major arterial projects submitted by local jurisdictions and interchange fair share cost percentages agreed to by local jurisdictions, is contained in Appendix K of this CMP. It contains the growth estimates and the corresponding development mitigation fair share estimates for projects included in the program. The methodologies used for calculating the fair share percentages associated with the freeway interchange, railroad grade separation and arterial roadway projects are included in the Nexus Study.

The Nexus Study ~~will be~~ updated every odd year in close coordination with local jurisdictions. The update to the Nexus Study will occur in conjunction with the

biennial update to the CMP, and SANBAG will notify local jurisdictions prior to initiating the update. During the update process, local jurisdictions ~~will be~~ provided ~~an~~ with the opportunity to review and comment on the Nexus Study and to ~~approve~~ include ~~sion~~ or ~~exclusion~~ ~~exclude~~ of projects within their jurisdictions.

J.2.1 Nexus Study Project List

The Nexus Study identifies a Nexus Study Network, representing regional roadways in the urbanized areas of San Bernardino County. This network is based on a generalized set of criteria including roadway functional classification, propensity to carry inter-jurisdictional traffic, and connection to the freeway system. The Nexus Study Network may be modified as part of a Nexus Study update. SANBAG is responsible for determining the inclusion or exclusion of a proposed regional roadway on the network. Local jurisdictions are responsible for the inclusion or exclusion of projects on the network.

In the urbanized San Bernardino Valley and Victor Valley, Roadway improvement projects must be located on the Nexus Study Network for their costs to be included in the Nexus Study and. Projects must be located on the Nexus Study Network to be eligible to receive SANBAG Measure I 2010-2040 Valley Freeway Interchange, and Valley Major Street, Funds (31% of Valley subarea expenditure plan funds) Victor Valley Local Street (capacity enhancement projects only) and Victor Valley Major Local Highway Projects Funds. (25% of Victor Valley subarea expenditure plan funds) or Additionally, projects not included in the Nexus Study are not eligible for SANBAG allocations of state or federal transportation funds included in the Measure I 2010-2040 Expenditure Plan. The Nexus Study only development mitigation fair share requirements also applies to the Victor Valley Local Street Program insofar as the jurisdiction intends to use Measure I Local Street funds to add capacity to projects on the

Nexus Study Network, per policy 40012, VVLS-8 of the Strategic Plan.

Inclusion in the Nexus Study is not a requirement to be eligible for receipt of state or federal transportation funds in areas outside of the urbanized areas. State or federal transportation funds, however, may not be used to supplant mitigation identified by a Traffic Impact Analysis Report (TIA) prepared in accordance with the requirements of Chapter 4 and Appendix C of the CMP.

The SANBAG Board may establish additional eligibility requirements for projects included in the Nexus Study either through amendment to the CMP or amendment to the Strategic Plan. Should an instance arise where the CMP and the Strategic Plan are inconsistent with each other, policies contained within the Strategic Plan shall prevail.

The Nexus Study ~~will identify~~ identifies specific ~~improvement capacity enhancement~~ projects on the Nexus Study Network for which development mitigation and public share funding are required. and The Nexus Study also includes project descriptions, cost estimates and jurisdictional responsibilities for these projects where applicable. The initial cost estimates were provided by local jurisdictions using the most recent available data. Local jurisdictions may wish to identify other local or non-regional improvements as part of their overall development mitigation program, but these will not be included in the Nexus Study.

J.2.2 Project Cost Estimates

The initial cost estimates for projects included in the Nexus Study were provided by local jurisdictions using the most current data available in 2005. Subsequent updates to the Nexus Study have allowed jurisdictions the opportunity to revisit the project cost estimates as project scopes have become more refined or additional planning efforts have been conducted.

Project costs may include costs associated with project study reports, preliminary engineering, environmental documentation, design, construction, construction management, project management, right-of-way, and mitigation of impacts or any other component of project development and delivery. Strategic Plan policies should be consulted regarding specific conditions for eligibility of reimbursement of expenditures with Measure I funds. Local jurisdictions must indicate the basis for their cost estimates and expend development contributions only on the types of cost items and phases of project development included in their cost estimates. For costs other than construction to be included in the Nexus Study project list, jurisdictions must specify costs for projects by phase and include the information in their local development mitigation program in addition to the Nexus Study.

Preparation of a local jurisdiction nexus study or other analyses supporting their development mitigation program may be included in the jurisdiction's cost estimate, if the study or analysis is consistent with California Government Code 66000 et. seq. In the cost estimate for arterial projects, local jurisdictions may not include costs of improvements such as sidewalk, curb and gutter and match-up pavement along undeveloped frontages, for which developers would ordinarily be responsible. Such costs may be included when frontages are already developed, are otherwise undevelopable (e.g. easements or permanent open space), or have other circumstances that make it infeasible for a developer/property owner to construct the frontage improvements. The replacement of an existing bridge is permitted as an eligible expenditure in the program. The public share of eligible cost for the project will be calculated based on the ratio of the added width to the total width of the bridge after the addition. Such circumstances must be specified in the local jurisdiction development mitigation program.

Project cost management and equity are major concerns for SANBAG with the implementation of the Development Mitigation Program. In April 2009, the SANBAG Board adopted the Measure I 2010-2040 Strategic Plan, which established the policies and procedures for implementing Measure I. The effort to contain project costs resulted in several new elements to the Development Mitigation Program. These elements are discussed in greater detail below.

Equitable Shares: Within the Valley Subarea Arterial Sub-program, each jurisdiction is assigned an equitable share of Measure I 2010-2040 revenue from the program. The equitable share is defined as the ratio of public share costs for each jurisdiction's list of arterial projects to the total Valley arterial public share costs in the Development Mitigation Nexus Study approved by the SANBAG Board in November 2007. The equitable shares will remain fixed over the life of Measure I 2010-2040, being adjusted only as required due to annexation. A table has been added to the Nexus Study providing an estimate of each jurisdiction's equitable share baseline and the percentage over or under the baseline the jurisdiction is at the time of the most current Nexus Study update. Jurisdictions are permitted to include projects with costs that exceed their equitable share baseline within the Nexus Study. However, jurisdictions should be mindful that anticipated "public share" of project costs in excess of the equitable share baseline will need to be funded entirely by the jurisdiction, if Measure I revenue available to the Arterial Sub-program over the 30 years of the Measure proves to be consistent with the public share of project cost in the Arterial Sub-Program

Project Prioritization Lists: The Valley Freeway Interchange Program, Valley Rail/Highway Sub-program and the Victor Valley Major Local Highway Program are constrained by the total amount of Measure I,

state, federal and development mitigation funds that can be contributed to the program. Consequently, each of the programs will be administered in accordance with a project prioritization list. Interchanges within the Valley Freeway Interchange Program were prioritized during the preparation of the Measure I 2010-2040 Strategic Plan. The prioritization list is based on a cost-benefit analysis that is based on using vehicle hours of delay reduced per million dollars invested. The Interchange Prioritization List has been amended into the Development Mitigation Nexus Study and will be updated every two years at the same time as the rest of the Nexus Study is updated.

The Rail/Highway Grade Separation Sub-program will also be administered in accordance with a project prioritization list. The project prioritization list will be based on the Public Utilities Commission methodology used to prioritize all state grade separations for the allocation of PUC funds. The Grade Separation Prioritization List will be prepared during the 2011 Nexus Study update. Preparation of the Grade Separation Prioritization List is not required at this time, as the SANBAG Board has prioritized a shelf of grade separation projects to be delivered in part with State Proposition 1B Trade Corridors Improvement Funds.

The Victor Valley Major Local Highways Program is governed by a master list of eligible projects based on an approximately equivalent share of funds among jurisdictions. The list shall be maintained and periodically updated in accordance with the Strategic Plan policies based on a recommendation of the Victor Valley Subarea representatives and the Mountain/Desert Committee.

J.2.3: Project Cost Escalation

Annually, project costs within the Nexus Study will be updated-. Generally, project costs will be escalated through the application by the application of a cost escalation factor. The cost escalation factor

methodology, as amended by the Board of Directors on May 6, 2009 reaffirmed the use of the Caltrans Construction Items Index as the basis for estimating cost escalation. In addition, the Board approved the use of 0% as the floor and 15% as the ceiling for annual cost escalation with any amount over the ceiling or under the floor carried over into the subsequent year of cost escalation.

The escalation of project costs is necessary to ensure that development ~~mitigation~~ escalate at the same rate as project costs pays its share of the increases in project cost that occur over time. For all programs contained in the Nexus Study, the escalation factor will be applied to the final project cost once construction of a project has been completed. This guarantees that future development will pay its fair share for projects constructed early in the Development Mitigation Program.

For projects that have yet to be constructed in the Valley Arterial Sub-program, the escalation factor is applied to the equitable share baseline estimate for each jurisdiction. Jurisdictions are permitted to apply the escalation factor to all projects in the Valley Arterial Sub-program or to escalate costs at differential rates up to the amount of available equitable share projected for the jurisdiction. Jurisdictions that are able to demonstrate the sufficiency of their existing project costs may not be required to escalate costs in a given year. Sufficiency of existing project costs will be determined on a case-by-case basis subsequent to a thorough review of the project costs by SANBAG staff.

The annual escalation factor will be applied individually to project costs included in the Valley Freeway Interchange Program, Valley Rail/Highway Grade Separation Sub-Program, Victor Valley Major Local Highways Program and capacity enhancement projects on the Nexus Study Network for which Victor Valley jurisdictions will use Victor Valley Local Street funds.

Jurisdictions will also have the opportunity to perform a more detailed review of project costs during the biennial Nexus Study updates. Updated project costs must be based on engineering estimates or another technically defensible planning-level study, including project study report, project report etc.). Local jurisdictions may be required to demonstrate to SANBAG that the estimates are reasonable and provide an accurate basis for cost escalation.

J.2.4 Addition/Subtraction of Projects

The ~~unchecked~~ addition or subtraction of projects to the Development Mitigation Program and in the Nexus Study could affect all jurisdictions' ability to deliver projects under the program. Consequently, SANBAG has implemented safeguards on the programs to prevent over-subscribing the Measure I programs. As of the November 2007 update to the Development Mitigation Program approved by the Board, jurisdictions are not longer allowed to add to the net increase of the public share of a program. Consequently, interchanges, grade separations and arterial projects can only be added to the Nexus Study if a like amount of public share is subtracted from the program on another project or a jurisdiction increases its development share to mitigate any potential increase to the public share.

The subtraction of one or more projects from the Nexus Study is permitted by a jurisdiction, and any amount of escalated equitable share that results will be available for programming in subsequent updates to the Nexus Study by that jurisdiction so long as it does not result in a net increase to the public share obligation. ~~Measure I.~~

If a new project is added to the project list following the initial adoption of the Nexus Study, the revised fair share development contribution will be calculated as if the project had been included at the inception of the development mitigation program. It is acceptable for local jurisdictions to substitute

projects in the Nexus Study so long as the cost of the replacement project is of equal or lesser value.

If a jurisdiction wishes to substitute a more expensive project for a less expensive project, the revised fair share percentage for the net increase to the development mitigation program will be calculated as if the project was included from the inception of the development mitigation program. Any projects affected by annexation will be addressed individually at the time of annexation. Jurisdictions are subject to the provisions of state law regarding addition, deletion or substitution of projects.

J.2.52 Socio Economic Data and Development Mitigation Fair Share Percentages

The SANBAG Nexus Study includes an estimate of growth in dwelling units and employment expected over the planning period of the Nexus Study. These estimates ~~will be~~ were prepared by local jurisdictions in conjunction with SANBAG and development of the growth forecasts included in the 2004 SCAG Regional Transportation Plan (RTP). The planning period for growth estimates will remain 2004 to 2030, corresponding to the timeframe for the project lists. Supplemental nexus studies with new project lists and a new planning horizon with revised growth estimates will require authorization by the SANBAG Board and will be structured as an overlay of the existing 2004-2030 program.

The Nexus Study ~~will include~~ includes an estimate of minimum fair share development contributions for regional transportation improvements based on the estimates of project costs and the growth data provided by local jurisdictions. The SANBAG Nexus Study contains the methodology for calculating the fair share requirement. ~~employed to calculate fair shares is the same methodology used in the draft SANBAG Development Mitigation Nexus Study, as revised September 2005.~~ It is the goal of SANBAG to maintain and use of a stable dataset to the most accurate data available

~~when calculating the development fair share contributions percentages.~~ As such, the factors used in calculating development contribution targets may be updated to better reflect the most current data and studies on project costs, growth, and travel characteristics. Year 2004 will continue to serve as the Nexus Study baseline year and year 2030 will continue to serve as the horizon year for purposes of calculating minimum fair share percentages. Updates to the socio-economic data contained in the Nexus Study are possible when the jurisdiction has evidence to substantiate modification. Any modification to the socio-economic data should be logically related to the growth forecasts should be logically related to the included in the currently adopted Regional Transportation Plan growth forecasts and may be updated following RTP approvals.

The fixed equitable shares in the Valley Arterial Sub-program and the approximately equivalent shares in the Victor Valley Major Local Highways Program will require any jurisdiction that reducing its growth forecast (and its associated fair share percentage) to that results in a lower be accompanied by a comparable reduction in either reduce the amount of project costs included in its program or overmatch the minimum development shares to maintain program balance. Jurisdictions may not ~~and not~~ increase the public share cost to SANBAG or, which would otherwise affect the availability of public share resources ~~costs~~ to other jurisdictions in the program.

The Nexus Study ~~will calculate~~ calculates minimum fair share targets for each local jurisdiction and for the jurisdiction's sphere of influence. Fair share amounts for special districts or subareas may also be calculated based on the Nexus Study methodology if that information is provided to SANBAG by a local jurisdiction. For SANBAG to calculate fair share contributions for sphere areas, special districts or subareas, the city or County must identify the specific geographic boundary of

any special districts or subareas used as the basis for the calculation of fair shares, and the growth estimates must be consistent with the boundaries they have defined.

J.3. Qualifying Local Jurisdiction Development Mitigation Programs

Each local jurisdiction in the San Bernardino Valley and Victor Valley shall implement and maintain ~~prepare~~ a development mitigation program that is projected to meet or exceed the fair share requirement for development contributions identified in the most current SANBAG-approved version of the Nexus Study. The program must meet or exceed the requirement for each individual program area (i.e. regional arterials, interchanges, and railroad grade separations) listed in the Nexus Study. The local jurisdiction has flexibility in designing a development mitigation program that achieves the level of contributions from new development consistent with that jurisdiction's total fair share requirement in the Nexus Study.

Types of development contributions may include a development impact fee (DIF) program, programs of road and bridge benefit districts, other special assessment districts, community facilities districts (CFDs), or other development contributions and funding consistent with the Measure I 2010-2040 ordinance and the SANBAG CMP. Each local jurisdiction must establish a clear definition of the sources of funds for inclusion in the development mitigation program.

~~Each local jurisdiction in the San Bernardino Valley and Victor Valley must maintain a qualifying development mitigation program, approved by the City Council (or Board of Supervisors) as of November, 2006. Local jurisdictions may maintain development mitigation programs for local (non-regional) transportation improvements. However, costs associated with non-regional improvements projects will not be included in the SANBAG Nexus Study and will not be~~

~~eligible for Measure I Valley Major Street, Freeway Interchange, and Victor Valley Major Local Highways funds, and will not constitute part of SANBAG's fair share requirements.~~ In evaluating a local jurisdiction's development mitigation program for compliance with the CMP, SANBAG staff will exclude development contributions for transportation facilities not included on the Nexus Study Network.

Local jurisdictions may update their development mitigation programs at any time. Any updates must maintain compliance with CMP requirements. SANBAG must be notified of the intent to amend the program at least 60 days prior to amendment and full documentation of the amendment must be provided to SANBAG within 30 days following local jurisdiction approval. This includes any amendments to the program made as a result of annexations. For amendments made due to annexations, sufficient information (e.g. transfer of growth and project costs from the County to a city) must be provided to allow SANBAG to determine how each jurisdiction's fair share target amount and equitable share is affected, which will allow local jurisdictions to subsequently modify their development mitigation program. However, a formal revision of the Nexus Study by SANBAG will not occur until the next Nexus Study update cycle.

~~Annually, Local jurisdiction development mitigation programs must annually incorporate an adjustment of project cost estimates.~~ The cost escalation methodology was revised by the SANBAG Board of Directors on May 6, 2009 and incorporates the following elements:

- Cost escalation factor is based on the prior year's (Jan-Dec) rate of escalation in the Caltrans Construction Cost Items Index.
- Cost escalation factor contains a floor of 0% and a ceiling of 15%.
- Any amount under the floor or over the ceiling will be credited against the following year's escalation factor.

The ~~Each~~ city council/Board of Supervisors must approve the adjustments on an annual basis and reflect those adjustments in local development impact fees or other per-unit mitigation levels or assessments. The adjustments shall be based on an escalation factor approved by the SANBAG Board of Directors. The adjustment must be adopted by the city council/Board of Supervisors by either January 1 or July 1 following the approval of the escalation factor by the SANBAG Board, depending on the timeline chosen by the local jurisdiction and documented in the Nexus Study. The Nexus Study includes a list of local jurisdiction development mitigation program update adoption timelines.

Completed projects will remain in the Nexus Study project list throughout the balance of the program. Following project completion, the Nexus Study will be updated to include the actual project cost for the project. Each year, project costs for completed projects must be escalated based on the SANBAG Board approved escalation factor. The escalation of costs for completed projects ensures that all development that benefits from a project pay for its fair share of the project.

J.4. Maintenance of Local Jurisdiction Development Mitigation Funds

Contributions and funding from new development for regional transportation improvements will be retained and managed by local jurisdictions until expended. Each local jurisdiction must maintain a development mitigation account consistent with the California Government Code 66000 et. seq. Any fee credit program shall be the responsibility of the local jurisdiction. Policies governing fee credits are included in the Measure I Strategic Plan.

As an option, the local jurisdiction may arrange for SANBAG to retain the regional portion of the development contributions collected by the local jurisdiction, to be

disbursed only on projects for which the local jurisdiction is responsible. This may, at the local jurisdiction's option, include SANBAG's retention of only the funds associated with the fair share contributions for interchange improvements. SANBAG reserves the right to audit transactions within local jurisdiction development mitigation funds pertaining to Nexus Study projects.

J.5. Coordinating Development Mitigation Programs for Cities with Spheres of Influence

~~Each~~ — Jurisdictions must maintain development mitigation fund accounts for any special districts or subareas used as the basis for establishing levels of contribution from new development. Where the County of San Bernardino and a city establish a combined development mitigation program for that jurisdiction and its sphere of influence, the County shall maintain a development mitigation fund specifically for that sphere of influence, unless the city and County make an alternate arrangement that still achieves their combined fair share requirement.

In a sphere of influence or other County subarea, the County determines which projects will be included in the Nexus Study. Local jurisdictions and the County may negotiate a common project list. However, should there be a discrepancy between the lists, SANBAG staff will defer to the County's desired project list.

Development contributions from growth in that sphere area shall be expended on projects in that sphere area and on the sphere's share of interchange projects. The County and cities may execute alternate agreements for the management of development contributions for sphere areas. Such agreements between the County and a city governing development mitigation in the sphere area shall address the use and/or transfer of funds in the event that an annexation occurs. A copy of this agreement,

or any modifications to the agreement, shall be provided to SANBAG within 30 days of execution by the city and County.

When the sphere of influence is included as part of a city's geographic area for purposes of DIF program fee calculation, it is expected that the fees for regional transportation improvements by land use type will be the same for areas within the city boundary and within the sphere. If a city or the County includes additional local (non-regional) roadway projects in their program, it is possible that the fees may vary between the city and sphere areas. Fees will still be collected by the County for unincorporated areas and spent within the sphere area from which they were collected, unless a different agreement is executed between the city and County.

The County and each individual city may jointly determine whether or not to include the sphere area as part of the city's fair share calculation. If a sphere is not included with the corresponding city for fair share calculation purposes, the County will need to delineate the alternate geographic boundaries to be used for unincorporated areas. The County will need to maintain records for individual city spheres or other County-defined geographic areas.

J.6. Expenditure of Development Contributions

Each jurisdiction will be responsible for determining when development contributions from their own development mitigation program are to be expended on projects within their jurisdiction or on their portion of projects shared with another jurisdiction. Each jurisdiction will be expected to contribute dollars to a project equal to or greater than the fair share percentage (as determined by the Nexus Study) of the actual project cost (as adjusted based on qualifying federal or state appropriations that reduce the project cost). The Measure I Strategic Plan ~~or other SANBAG policies may have~~

~~identified~~ additional requirements for use of Measure I, State, or Federal funds, ~~and local jurisdictions~~ should recognize that State, Federal, Measure I 2010-2040 Valley Interchange and Major Street Funds, or Victor Valley Major Local Highways Projects Funds may not be available on demand to cover the full non-fair share portion of the cost for a specific project listed in the Nexus Study. Policies are in place governing the identification of needs, apportionment and allocation process as well as the Advance Expenditure Program. Refer to the Strategic Plan for the specific policies.

Local jurisdictions will not be forced to participate in a multi-jurisdictional project but must abide by the provisions of state law regarding collection and disbursement of development contributions. Jurisdictions requesting funds for a multi-jurisdictional project ~~should consider executing must execute a cooperative agreement a Development Mitigation Cooperative Agreement or other instrument to clearly identify roles and responsibilities for funding and delivering that project prior to receiving an allocation of Measure I funding for the project.~~

Arterial Improvements - For arterial improvements and railroad grade separations, the lead local jurisdiction (jurisdiction in which the project is located) shall determine when development contributions are to be applied to specific projects and when application will be made for other funds (Measure I, State or Federal). Although each jurisdiction is responsible for its own arterial improvements under the development mitigation program, the provisions of the California Environmental Quality Act (CEQA) remain applicable when considering the impact of development projects on other jurisdictions. Adjacent jurisdictions should be informed via copies of Environmental Impact Reports (EIRs) when such impacts are identified and EIRs are prepared.

Interchange Improvements - Application for funds from the Freeway Interchange

Program will need to include a Development Mitigation Cooperative Agreement prior to receiving an allocation of Measure I funds from SANBAG, where more than one jurisdiction is responsible for the development share. The sponsoring agency for the project will be required to coordinate the execution of the cooperative agreement. For interchange improvements, the lead local agency (or possibly co-lead agencies where the interchange footprint is in two or more jurisdictions) determines when requests will be made for funds (Measure I, State or Federal) to be used in combination with development contributions. Pursuant to Policy 40005 defines the conditions under which SANBAG may assume project management responsibilities for an interchange in the Valley. Should the SANBAG Board decide to assume project management responsibilities, SANBAG will be responsible for coordination of development mitigation for the project. Application for funds will need to include commitments from the lead agency(ies) equivalent to at least the fair share amount (fair share percentage times the actual project cost). If the interchange fair share is allocated among two or more agencies, the lead agency will need to demonstrate that the collective funding commitment is equivalent to at least the fair share amount.

A loanProvisions for development mitigation loan programs addressing internal loans (loans from various funds within a jurisdiction) and external loans (loans between SANBAG and a jurisdiction) may be found in the Measure I Strategic Plan. may be established for interchanges or arterials (i.e. arterials where the cost is shared by two or more jurisdictions) wherein some of the fair share amount can be borrowed from Measure I 2010-2040 Interchange funds or Major Street funds, subject to other limitations and finance charges, if applicable. Terms of the loan will be established by the SANBAG Board on a case by case basis, with written consent of all participating jurisdictions.

J.7. Additional Guidelines for Development Impact Fee Programs and special assessment districts

For DIF programs, fees will be established by each local jurisdiction. ~~At the time when a local jurisdiction presents its development mitigation program to SANBAG for certification, the~~ Local jurisdictions must demonstrate that the ~~entire~~ development mitigation program established will achieve the ~~total~~ Nexus Study's fair share requirements for regional projects by project type, if the projected growth occurs.

Fee and assessment districts may be established defining development contribution fair share requirements for regional transportation projects within subareas of a jurisdiction. The fair share requirements would be established based on the project costs and projected growth for that district. The development contribution requirement for the district must include the fair share of interchange improvement costs associated with that district in the SANBAG Nexus Study. Any project costs included in the special district would be excluded from the larger, jurisdiction-wide fee program.

Projects may be added to an existing special district to satisfy the fair share target amounts, but it must be demonstrated that the legal mechanism exists to assess the additional costs to development projects in that existing district. Otherwise, the additional costs for regional improvements associated with that special district must be included in the jurisdiction-wide development mitigation program. Development contributions obtained from the district would be expended on regional transportation projects in the district or on the fair share of an interchange project for which the district is responsible. The interchange portion of the district's development mitigation fund must be accounted for separately, or the special district may maintain an agreement for the local jurisdiction to manage the interchange portion of the fund in conjunction with the

jurisdiction-wide development mitigation fund.

J.8. Annual Reports

The local jurisdiction must submit an annual development mitigation report to SANBAG. The annual report is an informational document and does not require approval by the local jurisdiction's elected body. If the development mitigation program contains individual districts (e.g. road and bridge benefit districts separate from a jurisdiction-wide program), reporting must be specified by district. The County must organize its annual reporting by sphere area or by other geographic subareas established in their development mitigation program. By agreement with the corresponding city, the County may include the reporting for its sphere together with the city's annual report. The annual report must contain the following information:

1. Quantity of development for which development contributions were generated by development type.
2. Total development contributions by development type, including any fee credits or in-lieu fees.
3. Other types of development-related transportation funds applied to projects during the year (e.g. grants)
4. Funds expended from the development mitigation program (engineering, right-of-way, construction, etc.) on regional transportation projects listed in the local jurisdiction's development mitigation program. The funds expended must be listed by individual project and must be reported for the current year and cumulatively for each project.
5. Credits, refunds or other adjustments to development mitigation accounts.
- 4-6. Dollar amount of internal loans to cover development mitigation used for projects without the full development mitigation share available at the time of allocation or as defined by the Capital Projects Need Analysis.

The annual report shall be provided to SANBAG by local jurisdictions within 90 days of the end of the fiscal year (~~by October 1-September 30~~ of each year). SANBAG will provide formats and forms (electronic and/or hard copy) for agencies to use in preparing the reports.

J.9. Compliance

Local jurisdictions must maintain their CMP development mitigation program in accordance with requirements in Appendix J. Local jurisdictions may be found out of compliance with the CMP Land Use/Transportation Analysis Program in one of the following ways:

1. Failure to adopt and maintain a development mitigation program that satisfies the CMP criteria.
2. Failure to provide development mitigation program updates within the prescribed time frames.
3. Failure to submit complete annual reports to SANBAG in a timely manner.

The SANBAG Executive Director will notify a local jurisdiction in writing when the jurisdiction appears to be ~~out of compliance~~ failing to conform with the CMP and the development mitigation program. Following initial notification that a jurisdiction is failing to conform, the jurisdiction will have 30 days to respond to SANBAG with plan of action and up to 45 days to take the necessary corrective actions identified in the plan to bring the program back into conformity.

If a jurisdiction fails to provide a plan of corrective action within 30 days or fails to follow through with the corrective actions identified in the plan within 45 days, a public hearing on the matter will occur, per the provisions of State law, and SANBAG staff will ~~make a recommendation to request a determination by the Board of Directors requesting a determination that the~~

jurisdiction is not conforming to the requirements of the CMP. Should the Board of Directors approve a finding that the jurisdiction is not conforming to the requirements of the CMP, the Executive Director will notify the jurisdiction in writing of the finding. Following receipt of the letter by a jurisdiction, it will have ~~The jurisdiction~~ has 90 days to bring its development mitigation program into compliance, ~~following the public hearing mandated in State law.~~ If the program is not brought into compliance within the designated period, the Executive Director will recommend a final finding of non-compliance conformity to the SANBAG Board of Directors. At that point, the provisions of state law will be applied regarding withholding of Section 2105 gas tax dollars and re-establishment of compliance conformity with the CMP.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 11

Date: November 4, 2009

Subject: Preparation of the 2010/2011 Regional Transportation Improvement Program (RTIP).

Recommendation:* Report on RTIP preparation.

Background: SANBAG staff is currently gathering project information from each of the local jurisdictions within San Bernardino County for inclusion in the upcoming 2010/2011 Regional Transportation Improvement Program prepared by the Southern California Association of Governments (SCAG). Note that this is the Regional Transportation Improvement Program that, subject to federal approval, becomes the Federal TIP, not the Regional Transportation Improvement Program that serves as SANBAG's submittal to the California Transportation Commission for programming of funds in the State Transportation Improvement Program (STIP). SANBAG staff is required by SCAG to submit RTIP projects by December 7, 2009. SANBAG staff imposed an October 1, 2009 deadline to all of the jurisdictions to allow staff to meet SCAG's December 7th deadline. The processing time through SCAG, Caltrans, the Federal Highway Administration, and the United States Environmental Protection Agency is ten months, so that October 2010 is the expected approval date of this document. In summary, the SCAG 2010/2011 RTIP development schedule is as follows:

- October 1, 2009, local jurisdictions' project submittals due to SANBAG

*

Approved
Board of Directors

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

brd0911a-lep
50010000

- November 2009, SANBAG presents project submittals to November PPC.
- December 2009, the SANBAG Board approves SANBAG's project submittals.
- December 7, 2009, SANBAG project submittals due to SCAG
- October 2010, final approval of the 2010 RTIP.

SCAG is required under both federal and state law to develop an RTIP (23 U.S.C. 134 (h) and 49 U.S.C. 5303 (H); California Government Code 14527, 65082 and 130301 et seq.). The RTIP is the short range program that implements the long range Regional Transportation Plan (RTP) to accomplish improvements in mobility and air quality. SCAG is a federally designated Metropolitan Planning Organization (MPO) and is the state-designated regional transportation planning agency for the six-county Southern California region. SCAG develops the RTIP in cooperation with Caltrans, the County Transportation Commissions and the Imperial Valley Association of Governments, and public transit operators. Federal and State rules and regulations require that the RTIP be:

- Updated at least every four years, adopted by SCAG, and then sent to the Governor for approval. SCAG will continue to update the RTIP every two years.
- Developed consistent with the SCAG Public Participation Plan and the AB1246 consultation process with the CTCs and Caltrans as set forth in the Public Utilities Code Section 130059.
- Consistent with the SCAG long range RTP as the RTIP implements the projects and programs in the RTP.
- Compatible with the State Transportation Improvement Program (STIP) development and approval process.
- Subject to compliance with the conformity requirements in the federally designated non-attainment and maintenance areas. In the South Coast Air Basin and in Ventura County, the RTIP shall give priority to eligible Transportation Control Measures (TCMs) identified in applicable State Implementation Plans (SIPs) in accordance with the US Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93) and shall provide for their timely implementation.

- Consistent with financial constraint regulations (123 CFR 450.324 (i)) that stipulate “financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues”

Financial Impact: Staffing and support costs for preparation of SANBAG’s RTIP submittal to SCAG are addressed in the Fiscal Year 2009-2010 SANBAG Budget, Task number 50010000.

Reviewed By: This item was reviewed by Plans and Programs Policy Committee on October 21, 2009.

Responsible Staff: Ty Schuiling, Director of Planning and Programming

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 12

Date: November 4, 2009

Subject: Lease amendment with the San Bernardino Historic and Pioneer Society (SBHPS) and the San Bernardino Railroad Historic Society (SBRHS)

Recommendation: Approve no cost amendment to Lease Agreement Contract 08-126 with SBHPS and SBRHS to expand square footage of leased space to approximately 6,973 square feet of the San Bernardino Depot Wesley McDaniel Community Room.

Background: In November 2007 the Board approved Contract 08-0126 with SBHPS and SBRHS to occupy approximately 4,765 square feet within the Wesley McDaniel Community Room in which they could display their exhibits. The SBHPS and SBRHS have expressed their desire to expand the museum to have additional display and storage space (see Exhibit A-1).

Staff is recommending approval of the contract amendment (see attached contract amendment). Allowing the two historic societies to expand the museum will be beneficial to attracting the public to the depot and could aid in our ability to lease additional space for other retail purposes.

Financial Impact: This item has no impact on the SANBAG budget.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Administrative Committee on October 14, 2009.

Responsible Staff: Duane A. Baker, Director of Management Services

*Approved
Board of Directors*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

BRD0911b-DAB
Attachment:
C08126-01-DAB.docx
C08126-01-A1-DAB.pdf

SANBAG Contract No. 08126-01
by and between
San Bernardino Associated Governments

and
the San Bernardino Historic and Pioneer Society and San Bernardino Railroad Historical Society
for
the provision of a Station Host Program and no-fee lease of museum space

FOR ACCOUNTING PURPOSES ONLY												
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input type="checkbox"/> No	<input type="checkbox"/> Original <input checked="" type="checkbox"/> Amendment									
Original Contract: \$ <u>11,200.00</u> Contingency Amount: \$ _____	<table style="width:100%;"> <tr> <td style="width:60%;">Previous Amendments Total:</td> <td style="width:40%; text-align: right;">\$ <u>0</u></td> </tr> <tr> <td>Previous Amendments Contingency Total:</td> <td style="text-align: right;">\$ <u>0</u></td> </tr> <tr> <td>Current Amendment:</td> <td style="text-align: right;">\$ <u>0</u></td> </tr> <tr> <td>Current Amendment Contingency:</td> <td style="text-align: right;">\$ <u>0</u></td> </tr> </table>				Previous Amendments Total:	\$ <u>0</u>	Previous Amendments Contingency Total:	\$ <u>0</u>	Current Amendment:	\$ <u>0</u>	Current Amendment Contingency:	\$ <u>0</u>
Previous Amendments Total:	\$ <u>0</u>											
Previous Amendments Contingency Total:	\$ <u>0</u>											
Current Amendment:	\$ <u>0</u>											
Current Amendment Contingency:	\$ <u>0</u>											
Contingency Amount requires specific authorization by Task Manager prior to release.												
Section 1.01.1 Contract TOTAL →				\$ <u>11,200.00</u>								
<div style="display: flex; justify-content: space-between;"> Section 1.02. Section 1.03. ↓ Please include funding allocation for the original contract or the amendment. </div>												
Task	Cost Code	Funding Sources	Grant ID	Amounts								
<u>80508000</u>	_____	_____	_____	\$1,600.00								
<u>80509000</u>	_____	_____	_____	\$4,800.00								
<u>80510000</u>	_____	_____	_____	\$4,800.00								
Original Board Approved Contract Date: <u>1/9/08</u> Contract Start: <u>1/1/08</u> Contract End: <u>12/30/10</u> New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____												
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:												
Approved Budget Authority →	Fiscal Year: <u>2009-10</u> \$ <u>4,800.00</u>	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____									
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, which Task includes budget authority? <u>805</u> If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No												
ARTICLE II CONTRACT MANAGEMENT												
Please mark an "X" next to all that apply:												
<input type="checkbox"/> Intergovernmental <input checked="" type="checkbox"/> Private <input type="checkbox"/> Non-Local <input type="checkbox"/> Local <input type="checkbox"/> Partly Local												
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ %												
Task Manager: _____			Contract Manager: _____									

Task Manager Signature Date 10-2-09

 Chief Financial Officer Signature Date 10/5/09

Contract Manager Signature Date 10-2-09

Filename:
 C08126-01
 80510000

**AMENDMENT No. 1 to
SANBAG LEASE AGREEMENT
CONTRACT NO. C08126**

**by and between
San Bernardino Associated Governments
and
San Bernardino Historical and Pioneer Society
and
San Bernardino Railroad Historical Society**

This Amendment No. 1 to Lease Agreement Contract No. C08126 entered this 4th day of November, 2009, by and between the SAN BERNARDINO ASSOCIATED GOVERNMENTS, a public agency, hereinafter referred to as "Lessor", and the San Bernardino Historical and Pioneer Society and the San Bernardino Railroad Historical Society, jointly and severally, both California nonprofit public benefit corporations, hereinafter collectively referred to as "Lessee".

RECITALS

WHEREAS, the Lessor and Lessee wish to amend the original Lease Agreement entered on the 6th day of February 2008 in order to add leased space for the Lessee; and

WHEREAS, Lessor co-owns and shares fee title with the City of San Bernardino to certain property known as the San Bernardino Santa Fe Depot located at 1170 W. 3rd Street within the City of San Bernardino and has the sole legal authority to enter into this Lease for such property comprised of a new total of approximately 6,973 square feet within the Wesley McDaniel Community Room (the "Property") and as further described and as set forth on Exhibit "A1" as attached hereto.; and

WHEREAS, the Board of Directors of SANBAG finds that the Property is not and during the time of possession, will not be needed for SANBAG purposes.

NOW, THEREFORE, the parties hereto agree as follows:

1. Replace the original Exhibit "A" identified in Contract No. C08126 with Exhibit "A 1" attached to this Amendment in order to reflect the change in leased space from 4,765 square feet to 6,973 square feet.

All other terms and conditions that are not hereby amended are to remain in full force and effect.

**SAN BERNARDINO
ASSOCIATED GOVERNMENTS**
a Public Agency

By: _____
Paul M. Eaton
President

Approved as to Form:

By: _____
Jean-Rene Basle
SANBAG Counsel

**SAN BERNARDINO HISTORICAL
AND PIONEER SOCIETY**
a California non-profit corporation

By: _____
Steven Shaw
President

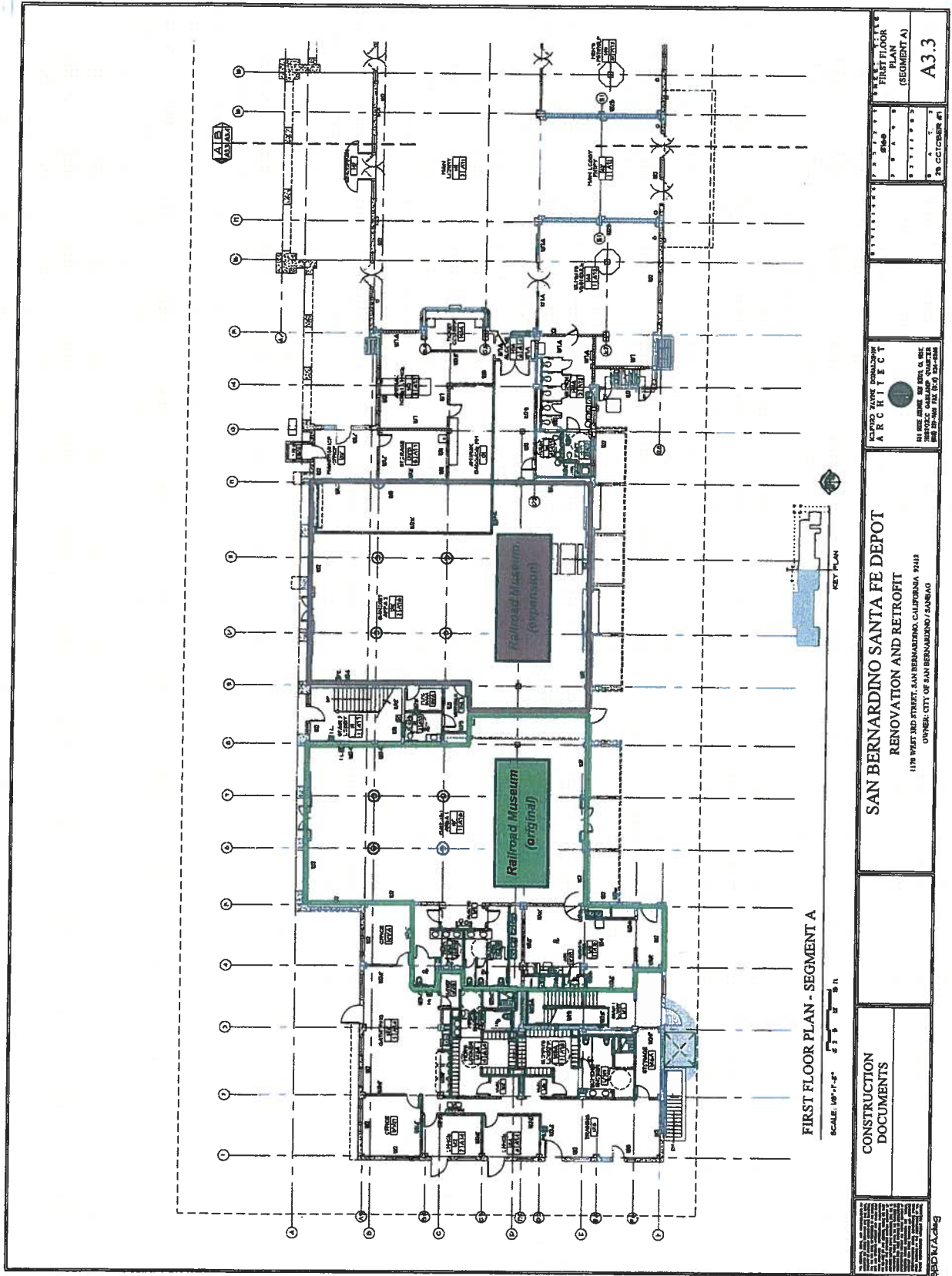
Dated: _____

**SAN BERNARDINO RAILROAD
HISTORICAL SOCIETY**
a California non-profit corporation

By: _____
Bob Kittel
President

Dated: _____

EXHIBIT A



-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 13

Date: November 4, 2009

Subject: I-215 Ceremonial Groundbreaking

Recommendation:* Receive report on I-215 Freeway Widening Project Phases 3 & 4 Ceremonial Groundbreaking event on September 14, 2009, with particular focus on media coverage.

Background: On September 14, 2009, SANBAG, Caltrans and the City of San Bernardino hosted a Ceremonial Groundbreaking event in San Bernardino to celebrate the beginning of construction on Phases 3 & 4 of the I-215 Freeway Widening Project. More than 300 people attended, including key elected officials and appointed transportation officials at the national, state, county and city levels, as well as community members and construction industry personnel.

This project drew national attention as the country's first \$100 million-plus stimulus-funded road improvement project to begin construction. Because of the significant amount of American Recovery and Reinvestment Act (ARRA) funding received for the project (\$128 million), the public outreach team identified this celebration as a rare opportunity to get national and state media attention and create greater awareness about SANBAG among national and state legislators.

As a result of the team's extensive media and legislative outreach efforts, the event garnered recognition with national media outlets, such as the Wall Street Journal, the Whitehouse website, national, state and local television broadcasts,

*

Approved
Board of Directors

Date: November 4, 2009

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

newspapers throughout the region and nation, magazines and numerous internet outlets.

The following report gives an overview of the event as it pertains to media coverage and the long-term benefits of these media outreach efforts. SANBAG's relations with the U.S. Department of Transportation Federal Highway Administration, the State of California Business, Transportation and Housing Agency, the California Transportation Commission, and Caltrans at the state level were enriched through these activities. These relationship-building efforts should prove beneficial to SANBAG when seeking future funding requests, both at the national and state levels.

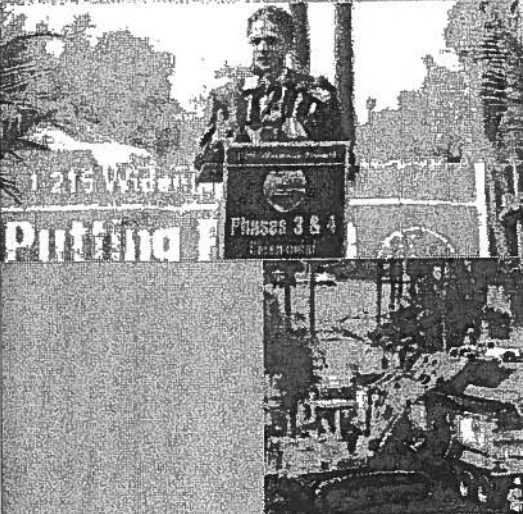
The media coverage received to date has already created spin-off recognition and staff has been contacted by other national magazines and media sources.

Financial Impact: This report does not include any financial requests.

Reviewed By: This item was review by the Administrative Committee on October 14, 2009.

Responsible Staff: Jane Dreher, Public Information Officer

OCTOBER 7, 2009



I-215 WIDENING PROJECT

*Local Impact
National Exposure*



PRESENTED BY



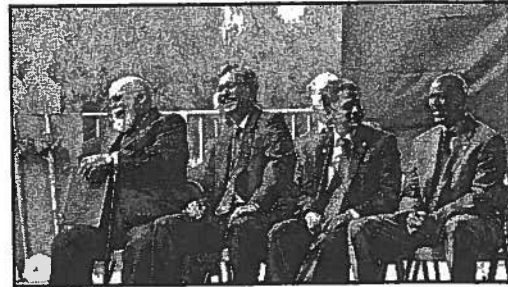
Westbound
COMMUNICATIONS

EVENT OVERVIEW

Groundbreaking Event Draws Washington D.C., State Officials to San Bernardino; White House Highlights I-215 Widening Project

On September 14, 2009, more than 300 people representing local, regional, state, and federal agencies, as well as the community, attended the I-215 Widening Project Phases 3 & 4 ceremonial groundbreaking. The tremendous turnout was a direct result of months of strategic planning and ongoing relationship building between SANBAG and our constituents.

There was a great story of collaboration to tell as support from the SANBAG Board of Directors helped secure American Recovery and Reinvestment Act funding for this project. This set the foundation for bipartisan support from state and federal elected officials representing San Bernardino County. Furthermore, the Riverside County Transportation Commission's backing of stimulus funding for the I-215 Widening Project was a remarkable feat at the regional level.



L to R: SANBAG President Paul Eaton, Caltrans Director Randell Iwasaki, Federal Highway Administration Administrator Victor Mendez, and California Secretary of Business, Transportation, & Housing Agency Dale Bonner at I-215 Widening Project Phases 3 & 4 groundbreaking.

This regional support resonated with community members and officials at various levels of government and it became apparent with the widespread representation at the ceremonial groundbreaking event. There was a definitive aura of hope around the project and the positive impact it will have on the region through the creation of jobs and improving mobility of motorists and goods – both critical for future economic growth in the Inland Empire.

SANBAG's determination to gain support for the project at all levels and successfully execute an event in a respectful manner, bodes extremely well for future opportunities to partner with the U.S. Department of Transportation's Federal Highway Administration (FHWA), the State of California's Business, Transportation, & Housing Agency, the California Transportation Commission, and Caltrans at the state level, among others.

The region and nation have taken notice of this project as media coverage has been tremendous – from numerous feature stories in our local papers, radio, and television, to the *Associated Press* and the *Wall Street Journal*. The positive media coverage coupled with FHWA's participation at the groundbreaking event has fueled interest in this Inland Empire story at the national level.

Support from the SANBAG Board was instrumental in allowing this cornerstone project to move forward. SANBAG staff and its partners thank the SANBAG Board for the opportunity to make the Inland Empire proud.

The White House & Congressional Testimony to the Transportation and Infrastructure Committee

It is with great pleasure to report that the White House chose to feature the I-215 Widening Project through remarks given by U.S. Vice President Joseph Biden on October 2, 2009 talking about the Recovery Act progress. The information can be found at <http://www.whitehouse.gov/recovery/blog/>.

This came on the heels of SANBAG working with FHWA in preparing notes for the September 30, 2009 Congressional testimony of U.S. Secretary of Transportation Ray LaHood about the 225-Day Progress Report for Transportation Infrastructure Investment to the White House. The I-215 Widening Project was proudly highlighted as one of the largest stimulus-funded road improvement projects to date that would help create close to 2,000 jobs.



PUBLIC OUTREACH

Efforts Garner Widespread Media Coverage Across the U.S.

While conducting research for and helping prepare the stimulus funding request in early 2009, the public outreach team and SANBAG recognized the potential that the I-215 Widening Project story had to garner media attention at the local and national levels. With the Inland Empire one of the hardest hit regions in the country, a project of this magnitude could provide employment opportunities for many people that might have been out of work, thus creating a great human interest story.

The team began to identify unique and compelling factors about the project and its potential impact. Once SANBAG received confirmation that it had been awarded \$128 million in American Recovery and Reinvestment Act funding, the team closely researched how this project stacked up against other stimulus funded road improvement projects in the U.S.

From these findings, two main points stood out: **1.** The \$128 million in project funding was the fourth largest total obligated by the federal government to a single road improvement project; and **2.** It had the opportunity to become the first of the six \$100 million road improvement projects in the U.S. to start significant construction activities. These facts, coupled with the 2,000 jobs it would support during the next four years and the exemplary collaboration at the regional and state level, made for a truly unique story to which Americans across the country could relate. The result – unprecedented media coverage that transcended the Inland Empire and garnered national exposure.

Relationship Building



Deborah Barnack is interviewed by FOX Channel 11 reporter Rick Lozano at the Phase 3 & 4 groundbreaking.

Leading up to and beyond the I-215 Widening Project Phase 3 & 4 ceremonial groundbreaking, the public outreach team developed key relationships with media that took conversations beyond traditional opportunities and opened the door for important dialogue between editors and reporters to really delve into this story and keep it alive. From new relationships with the executive editor of the *SB Sun*, to existing relationships with the *Press Enterprise*, to working with *La Opinion*, the *Associated Press*, and the *Wall Street Journal* – the message was consistent, honest, and transparent. We look forward to continue building these and new relationships with media as the project moves forward.

The Results

In just the past few months, the public outreach team has worked diligently to represent SANBAG proudly and to communicate the importance of this project. Not just about the job impact, but also the long-term benefits of improving mobility of motorists and goods, which will put the Inland Empire in a better position for economic growth in the future.

Just this year alone, more than **79 media hits** have been secured about the I-215 Widening Project – the overwhelming majority around the Phase 3 & 4 ceremonial groundbreaking event. Per a standardized media measurement tool, this translates to **more than 9.85 million people** learning about the project through print, radio, and television. The *Associated Press* article and photo alone accounts for more than 4.46 million people. The overall numbers do not include blog postings, such as that generated by Vice President Joseph Biden's remarks on the I-215 project that were posted on the White House blog and picked up by numerous other online outlets.

The following page provides a sample of some of the headlines generated by media outreach efforts. It is followed by a snapshot of the media results by outlet type and geographical reach.

I-215 Groundbreaking News

THE WALL STREET JOURNAL.

TUESDAY, SEPTEMBER 22, 2009 • VOL. 41, NO. 39

Road Project Tests Power of Stimulus

La Opinión

DOMINGO 22 DE SEPTIEMBRE DE 2009 www.laopinion.com \$1.75 (incl. IVA)

Un 'estímulo' para la 215 y todo San Bernardino

La ampliación de la autopista, con subsidio federal, generará miles de puestos de trabajo en esta región donde el desempleo es del 14%

TUESDAY, SEPTEMBER 22, 2009

TODAY'S OUTLOOK: HIGH 65-70 DEGREE; LOW 40-45. BREEZY. PARTLY CLOUDY.

THE PRESS-ENTERPRISE

INLAND SOUTHERN CALIFORNIA'S NEWSPAPER

\$128 million shot in the arm I-215 upgrade gets injection of federal stimulus funds

TUESDAY, SEPTEMBER 22, 2009

THE SUN

San Bernardino County's Newspaper

Agencies may spend more than \$1 billion

LOCAL PLUS



S.B. County reaps benefits of I-215 savings

LA PRENSA

Sección del 18 de septiembre de 2009

INTERIOR DEL SUR DE CALIFORNIA

www.laprensa.com

MILLONES DE DÓLARES PARA I-215

EL CHICANO Weekly

TECN • FONTEA

Features, Lifestyle & News You Can Use!

Phases 3 and 4 of freeway improvements continue

Fontana Herald News

Fontana, California

Friday, September 18, 2009

Visit us at www.fontnaheraldnews.com

4th plus tax

With help from federal stimulus funds, construction will begin on I-215 projects

MEDIA SNAPSHOT

I-215 Widening Project Phases 3 & 4 Media Coverage from January to October 5, 2009

Total Media Hits: 79

Total Circulation/Audience: 9,850,116

The following is a snapshot of the 79 media hits:

National

- Associated Press – September 14, 2009
 - USA Today
 - MSNBC Business
- Wall Street Journal – September 29, 2009
- White House Blog – October 2, 2009

Central & Northern California

- Associated Press – September 14, 2009
 - Sacramento Bee
 - San Jose Mercury News
 - San Francisco Chronicle
 - San Francisco Examiner
 - Fresno Bee

Southern California

- La Opinion (Largest Spanish language daily newspaper in the U.S.) – September 13, 2009
- Associated Press – September 14, 2009
 - San Diego Union Tribune
 - Orange County Register
- KMEX-TV (Univision) – September 14, 2009
- KTTV-TV (FOX) – September 14, 2009
- KABC-TV (ABC) – September 14, 2009
- KCBS-TV (CBS) – September 14, 2009
- KNX-AM Radio – September 14, 2009

Inland Empire

- San Bernardino Sun – April 2, September 12, 13, 14, 15, 29, October 4, 2009
- Press Enterprise – April 3, August 8, 23, September 3, 10, 14, 15, 16, October 4, 2009
- City News Service – September 10, 2009
- Valley News – September 10, 2009
- KVCR-FM – September 14, 2009
- KTIE-AM – September 15, 2009
- La Prensa – September 17, 2009
- Black Voice – September 17, 2009
- El Chicano Weekly – September 17, 2009
- Fontana Herald News – September 17, 2009

Trade

- American Association of State Highway and Transportation Officials Journal – September 18, 2009
- Construction Equipment – September 24, 2009



I-215 Widening Project Phase 3 & 4 Ceremonial Groundbreaking Media Roundup

ASSOCIATED PRESS COVERAGE

Story Title: Construction Starts on Key SoCal Freeway Project

USA Today – 9/14/09

<http://content.usatoday.net/dist/custom/gci/InsidePage.aspx?cid=visaliatimesdelta&sParam=31598553.story>
<<http://content.usatoday.net/dist/custom/gci/InsidePage.aspx?cid=visaliatimesdelta&sParam=31598553.story>>

Fresno Bee – 9/14/09

<http://www.fresnobee.com/384/story/1638105.html>

San Francisco Chronicle – 9/14/09

<http://www.sfgate.com/cgi-bin/article.cgi?f=/n/a/2009/09/14/state/n174529D38.DTL&type=newsbayarea>
<<http://www.sfgate.com/cgi-bin/article.cgi?f=/n/a/2009/09/14/state/n174529D38.DTL&type=newsbayarea>>

Marin Independent Journal – 9/14/09

http://www.marinij.com/tablehome/ci_13336496

Ventura County Star – 9/14/09

<http://www.venturacountystar.com/news/2009/sep/14/construction-starts-on-key-socal-freeway-project/>

Ventura County Star – 9/14/09

<http://robocaster.com/vcs/podcast-episode-home/news-2009-sep-14-construction-starts-on-key-socal-freeway-project/construction-starts-on-key-socal-freeway-project.aspx>

Examiner.com

http://www.examiner.com/a-2217326~Construction_starts_on_key_SoCal_freeway_project.html

SanDiego6.com (CW) - 9/14/09

<http://www.sandiego6.com/news/state/story/Construction-starts-on-key-SoCal-freeway-project/wuLbbWTORe-7q94Mr3e4ZA.csp>

San Jose Mercury News – 9/14/09

http://www.mercurynews.com/california/ci_13336496

San Francisco Chronicle – 9/14/09

<http://www.sfgate.com/cgi-bin/article.cgi?f=/n/a/2009/09/14/state/n174529D38.DTL&type=newsbayarea>
<<http://www.sfgate.com/cgi-bin/article.cgi?f=/n/a/2009/09/14/state/n174529D38.DTL&type=newsbayarea>>

KPSP Local 2 – 9/14/09

<http://www.kpsplocal2.com/Global/story.asp?S=11127610>

Shoutback.com - 9/14/09

<http://shoutback.com/metro/los-angeles/news/2009/09/15/Construction-starts-on-key-SoCal-freeway-project>

The Business Journal – 9/14/09

<http://thebusinessjournal.com/index.php/the-business-journal-state-news/38-state/1985-construction-starts-on-key-socal-freeway-project.html>

ModdBee.com – 9/14/09

<http://www.modbee.com/2015/story/854528.html>

TheStreet.com - 9/14/09

<http://www.thestreet.com/story/10598362/1/construction-starts-on-key-social-freeway-project.html>

The Business Insider – 9/14/09

<http://www.businessinsider.com/construction-starts-on-key-social-freeway-project-2009-9>

KOLOTV.com – 9/14/09

<http://www.kolotv.com/californianews/headlines/59283217.html>

SacBee.com – 9/14/09

http://www.sacbee.com/state_wire/story/2182155.html

Monterey County Herald – 9/14/09

http://www.montereyherald.com/state/ci_13334523

SignonSanDiego.com – 9/14/09

<http://www3.signonsandiego.com/stories/2009/sep/14/ca-social-freeway-upgrade-091409/?california&zIndex=165696>
<<http://www3.signonsandiego.com/stories/2009/sep/14/ca-social-freeway-upgrade-091409/?california&ZIndex=165696>>

MSNBC Business – 9/14/09

<http://www.msnbc.msn.com/id/32847554>

San Diego Daily Tribune – 9/14/09

<http://www.sddt.com/News/article.cfm?SourceCode=20090914cn>

San Francisco Examiner – 9/14/09

http://www.sfexaminer.com/local/ap/construction_starts_on_key_social_freeway_project.html

Orange County Register 9/14/09

http://hosted.ap.org/dynamic/stories/C/CA_SOCAL_FREEWAY_UPGRADE_CAOL-?SITE=CAANR&SECTION=HOME&TEMPLATE=DEFAULT

<http://hosted.ap.org/dynamic/stories/C/CA_SOCAL_FREEWAY_UPGRADE_CAOL-?SITE=CAANR&SECTION=HOME&TEMPLATE=DEFAULT>

TheCalifornian.com – 9/14/09

<http://content.usatoday.net/dist/custom/gci/InsidePage.aspx?cid=californianonline&sParam=31600787.story>
<<http://content.usatoday.net/dist/custom/gci/InsidePage.aspx?cid=californianonline&sParam=31600787.story>>

PRINT

Black Voice News – 9/17/09

Interstate 215 Widening Project Phases 3 & 4 Ceremonial Groundbreaking

<http://www.blackvoicenews.com/content/view/43506/3/>

SB Sun – 9/15/09

215 Freeway Project Could Reconnect Westside Area

http://www.sbsun.com/news/ci_13346112

Press-Enterprise – 9/15/09

I-215 Road Upgrade Has \$250 Million Booster Shot of Stimulus Funds

http://www.pe.com/localnews/inland/stories/PE_News_Local_S_215work15.4224c06.html

RimOfTheWorld – 9/15/09

I-215 Widening Project Holds Groundbreaking

<http://www.rimoftheworld.net/News/neufeld/i-215>

San Bernardino Sun – 9/14/09
215 Project Will Be The First in US To Spend \$100M
http://www.sbsun.com/ci_13337036?source=rss_view

Press-Enterprise – 9/14/09
I-215 Project Kicks Off
http://www.pe.com/localnews/inland/stories/PE_News_Local_S_web215.2940f1c.html

SB Sun – 9/14/09
215 Freeway Work Set To Begin Soon in San Bernardino
http://www.sbsun.com/news/ci_13335842

Contra Costa Times – 9/14/09
215 Freeway Work Set To Begin Soon in San Bernardino
http://www.contracostatimes.com/california/ci_13335842

La Opinion – 9/13/09
Un CEstímulo, para la 215 y todo San Bernardino
<http://www.impre.com/laopinion/noticias/la-california/2009/9/13/un-estimulo-para-la-215-y-todo-147871-1.html>
<<http://www.impre.com/laopinion/noticias/la-california/2009/9/13/un-estimulo-para-la-215-y-todo-147871-1.html>>

SB Sun – 9/13/09
215 Projects Gets Under Way
http://www.sbsun.com/news/ci_13328796

SB Sun – 9/12/09
Improvements Road to Recovery
http://www.sbsun.com/editorial/ci_13325162 <http://www.sbsun.com/editorial/ci_13325162>

Valley News – 9/10/09
Groundbreaking Celebration for I-215 Widening Next Week <http://www.myvalleynews.com/story/40614/>

Press-Enterprise – 9/10/09
Merchants Mixed
http://www.pe.com/business/local/stories/PE_Biz_S_freeway11.3d47f27.html

Fort Mill Times – 9/14/09
Construction Starts on Key SoCal Freeway Project
<http://www.fortmilltimes.com/124/story/759172.html>

Press Enterprise - 9/16/09
I-215 Upgrade has \$128 million booster shot of stimulus funds
http://www.pe.com/localnews/inland/stories/PE_News_Local_S_215work15.4224c06.html

RimoftheWorld.net – 9/16/09
I-215 Widening Project Holds Ground Breaking
<http://www.rimoftheworld.net/News/neufeld/i-215>

TELEVISION

KABC-7

Live segment in San Bernardino ran during the 4:30 p.m. hour. Story has yet to be posted online. Rob McMillan tells of the groundbreaking using B-roll footage.

http://abclocal.go.com/kabc/channel?section=news/local/inland_empire&id=6285998
<http://abclocal.go.com/kabc/channel?section=news/local/inland_empire&id=6285998>
Estimated Audience Number: 200,701 | Estimated Publicity Value: \$9,085

Segment on Eyewitness News at 6:00 p.m. about the ground breaking on the I-214 expansion project in San Bernardino.
Estimated Audience Number: 182,612 | Estimated Publicity Value: \$8,266

Segment on Eyewitness News at 4:00 p.m. about the ground breaking project that almost came to a halt because of state and local budget problems.
Estimated Audience Number: 200,701 | Estimated Publicity Value: \$9,085

Segment with Rob McMillan talking with local businesses about the how construction is impacting sales. He mentions the two remaining phases of construction will break ground on Monday.
http://abclocal.go.com/kabc/story?section=news/local/inland_empire&id=7011009
<http://abclocal.go.com/kabc/story?section=news/local/inland_empire&id=7011009>

KTTV-11

Multiple live shots aired leading up to the event beginning at 4:30 a.m. No links are available online at this time.
http://www.myfoxla.com/dpp/news/local/Stimulus_Funds_Revives_Freeway_Project_20090914

Segment shown on Fox 11 Morning News about what the I-215 project is and how improvements in this area will also boost local business.
Estimated Audience Number: 51,073 | Estimated Publicity Value: \$2,312

Segment shown on Good Day LA at 9:00 a.m. about the big celebration at Fairview Ford. Empireman mention that the whole city of San Bernardino turned out for this event.
Estimated Audience Number: 69,918 | Estimated Publicity Value: \$3,165

Segment shown on the Fox 11 Morning News at 6:00 a.m. about one of the largest freeway projects in the country. City officials hope the freeway improvements will result in businesses wanting to move into the area.
Estimated Audience Number: 135,692 | Estimated Publicity Value: \$6,142

Live Segment shown on the Fox 11 Morning News at 5:00 a.m. about the 71/2 mile stretch that runs right through the heart of San Bernardino. Rick says that this in hopes that city officials are hoping that the improvement will result in business growth.
Estimated Audience Number: 68,973 | Estimated Publicity Value: \$3,122

KMEX-34

Segment on UNIVISION Noticias 34 at 6:00pm about the 215 Freeway construction and extension commenced today.
Estimated Audience Number: 231,686 | Estimated Publicity Value: \$10,488.42

KCBS-2

Segment shown on CBS 2 News at 11:00 about the groundbreaking that is underway for the 215 freeway. This project will cost about 800 million taxpayer dollars.
Estimated Audience Number: 79,058 | Estimated Publicity Value: \$3,578

RADIO

KTIE – 9/15/09
TBD

KNX – 9/14/09
On-air mention of event around 7 p.m.

NPR – 9/14/09
On-air mention prior to event.

KVCR – 9/10/09
Jane participated in a taped interview sharing information on the ceremonial groundbreaking event. Segments ran on Monday,

September 14 during four-minute newscasts before the event.

KTIE – 9/3/09

Jane participated in a 10-minute interview with Larry Marino regarding the groundbreaking event. Interview ran approximately three times. Run dates and times TBD.

Inland News Today – 9/14/09

Jane interviewed with Jim Ness following the board meeting. Ran during the morning drive time for approximately 10-15 minutes.

ONLINE

Twitter – 9/15/09

RimOfTheWorld.net – I-215 Widening Project Holds Groundbreaking

http://twitter.com/Bernardino_News

Twitter – 9/14/09

Press-Enterprise – I-215 Road Upgrade has \$250 Million Booster Shot Of Stimulus Funds

http://twitter.com/Bernardino_News

Twitter – 9/14/09

Press-Enterprise – I-215 Project Kicks Off

http://twitter.com/Bernardino_News

Twitter – 9/14/09

San Bernardino Sun – 215 Project Gets Underway

http://twitter.com/Bernardino_News

FOOTNOTE:

Since this report was last published on September 22, 2009, there have been significant additions to the media hits that have occurred. The Wall Street Journal article ran, the Whitehouse website featured our story on Vice President Biden's page, Secretary of Transportation LaHood addressed the Congress and referred to this project, FHWA Administrator Mendez published a press release and updated higher ranking officials in Washington, Caltrans Director Iwasaki spoke about our project at the "Focus on the Future" seminar in Los Angeles, and Mobility 21 included significant footage from the groundbreaking event in the "Mobility 21 Summit" video presented in Los Angeles on September 21, 2009.

Public Outreach Next Steps

Building on the tremendous media success and relationships built during the past few months in the community, the public outreach team will continue proactive efforts to educate the public and keep them informed about the project.

Project Open Houses

On October 27, 2009 and November 4, 2009, two open house meetings will be held within the Phase 3 & 4 project areas. The first will take place at the Santa Fe Depot/SANBAG offices and the second at Cajon High School. The community and other stakeholders will have an opportunity to meet the project development team and learn about the project.

Government Outreach

SANBAG will continue to provide updates to the San Bernardino City Council through presentations, city coordination meetings and one-on-one meetings as needed, as well as work closely with city engineers and planners. County, state and federal officials will also be kept informed about the project.

Business Outreach

Currently, SANBAG provides the business community project updates at monthly meetings facilitated by our partners at Caltrans for Phase 2 work, as well as through one-on-one outreach with community liaisons. As construction moves into Phases 3 & 4, the public outreach team will contact businesses in the project area and hold similar business outreach meetings and individual meetings. The team will also continue to work with the Chamber of Commerce to keep its constituents informed and to address any issues or concerns they may have specific to the I-215 Widening Project.

School Outreach

An important component of the project is safety education. With the project area in close proximity to a number of schools, it will be key to continue outreach to educate faculty and parents about construction and to teach children about safety near construction zones. The team attends back-to-school nights, assemblies, and participates in other school-related activities.

Community Organizations and Neighborhood Associations

Attending monthly meetings and providing presentations to a variety of organizations is an excellent way to reach the community. In addition to presentations, the public outreach team will continue to identify appropriate events to distribute project information.

Project Newsletter

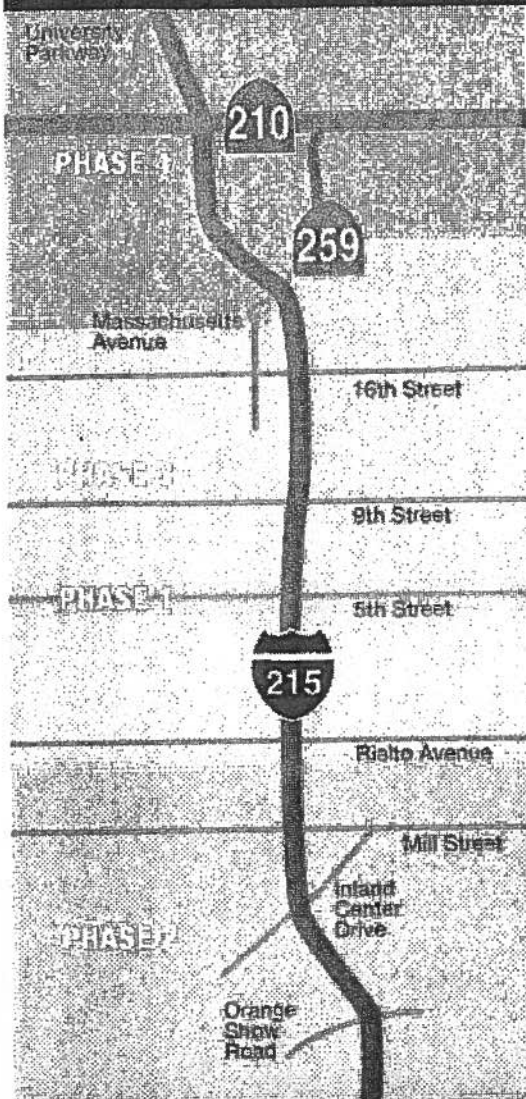
The September edition of the project newsletter recently went through a makeover. Future editions of the newsletter will sport the new look. Additionally, the newsletter will be expanded as the I-215 Widening Project gets into full swing with the new phases on board. The following page contains the latest newsletter. We hope you like the new look.



CRUISIN' THROUGH CONSTRUCTION

Interstate 215 Widening Project, San Bernardino

September 2009 Issue 32



Phases 3 & 4 Ceremonial Groundbreaking Held, Jobs Coming to Inland Empire

On September 14, SANBAG and Caltrans held a ceremonial groundbreaking for Phases 3 & 4 of the I-215 Widening Project, which drew national attention as the country's first \$100 million plus stimulus-funded road improvement project to begin construction.

More than 200 national, state and local officials, businesses and residents gathered at Fairview Ford in Downtown San Bernardino to celebrate the project and jobs that will be created as a result of the American Recovery and Reinvestment Act (ARRA).

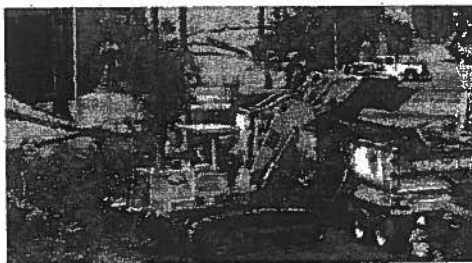
Earlier this year, SANBAG led an Inland Empire effort, supported by agencies and electeds, that successfully secured ARRA funding totaling \$128 million for Phase 3 work. It is one of only three projects in the state that received more than \$100 million in stimulus funding.



National, state and local electeds made the start of construction for the remaining phases of the I-215 Widening Project.

Among those in attendance were Administrator Victor Mendez, U.S. Department of Transportation Federal Highway Administration; Dale Bonner, State of California Secretary of the Business, Transportation and Housing Agency; Assemblymembers Wilmer Amina Carter and Bill Emmerson, State of California; 5th District Supervisor Josie Gonzales, County of San Bernardino; Director Randell Iwasaki, California Department of Transportation; SANBAG Board President Paul Eaton; and San Bernardino Mayor Patrick Morris among other electeds.

Following the ceremony, heavy construction equipment roared and dozens of construction workers began removing fences and clearing brush on the side of the freeway while those in attendance cheered "Get To Work!"



Immediately following the ceremonial groundbreaking, dozens of construction crews got to work by clearing brush in the Phase 3 project area.

THINGS TO DO

**23rd Annual
Chaparral Monster Sale**
Saturday, October 3, 2009
8 a.m. to 3 p.m.

Arrowhead Credit Union Park
280 South E Street
San Bernardino, CA 92401
*Cash purchases only

Inland Center Drive Bridge Work Moves Forward

During the month of September, construction crews will continue to make significant progress to complete the Inland Center Drive bridge in time for the holiday shopping season. Crews will be doing work on the bridge portion of the project and will now shift that focus to the sides of the bridge to pave the roadway. In addition, we will continue to both Orange Show Road and Mill Street to clear all the potholes and any four month schedule is scheduled.

Monthly meetings between Caltrans local agencies and emergency personnel will provide key information and to address any concerns. The meetings will allow the local emergency personnel to be Caltrans and to be in the area of the project.

For more information and to be involved with Phase 3, please call the Caltrans local agency at www.caltrans8.info.

Project Questions?

For questions or to request a presentation about the widening of Interstate 215, call toll free helpline 1-877-215-NEWS



This I-215 widening project is a partnership among San Bernardino Associated Governments, the California Department of Transportation, the Federal Highway Administration and the City of San Bernardino

I-215 Phases 3 & 4

Ceremonial Groundbreaking

September 14, 2009

San Bernardino, California

A Grand Event



Celebrating

- Stimulus funds awarded
- Special financing accomplished
- Thousands of jobs coming
- Boost to the economy
- National & State attention



Save-the-Date Announcements

**Sent out in
Mid-July**

Save the Date!

**I-215 Widening Project
Phases 3 & 4 Groundbreaking
September 14, 2009**

Please join us for the groundbreaking of Phases 3 & 4 of the Interstate 215 Widening Project in Downtown San Bernardino - made possible by the American Recovery and Reinvestment Act of 2009.

The \$429 million Phases 3 & 4 construction project received \$126 million in recovery funds and will create 2,000 jobs, putting people back to work in a region that has been distressed by the economy.

We look forward to seeing you at this groundbreaking celebration.

Event specifics will be forthcoming.

WHEN >>> Monday, September 14, 2009
10 a.m. - 11:30 a.m.


WHERE >>> Downtown San Bernardino, California

For more information, contact Jane Dedier, Public Information Officer,
San Bernardino Associated Governments (SANBAG), 909-484-4576 or
e-mail jdedier@sanbag.ca.gov.






This freeway improvement project is a collaborative effort by San Bernardino
Associated Governments, Caltrans, the Federal Highway Administration and the
City of San Bernardino.




Invitations



A commemorative pin of the emblem will be given at the ceremony

YOU'RE INVITED



San Bernardino County

WIDENING PROJECT PHASES 3 & 4

CEREMONIAL GROUND BREAKING

Monday, September 14, 2009

San Bernardino, California

PUTTING PEOPLE BACK TO WORK

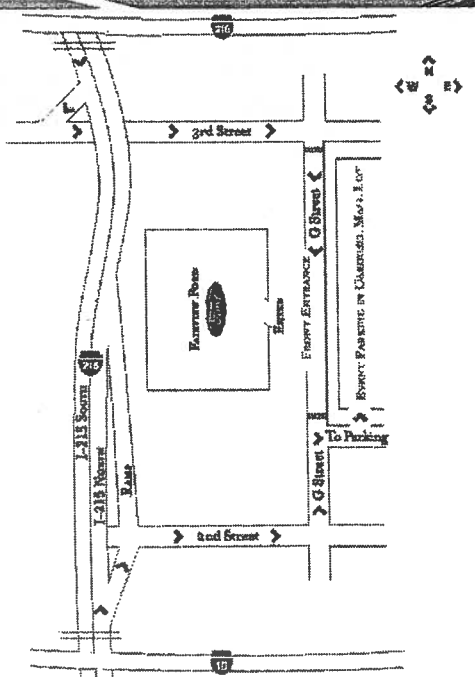
Sent out in

Mid-August

Unique Location was selected

Fairview Ford

**Upper level
showroom,
overlooking
I-215 Freeway**



Campaigned To get top Federal and State officials

- Personal letters from
SANBAG President
- Personal calls
- E-mails
- Follow-up

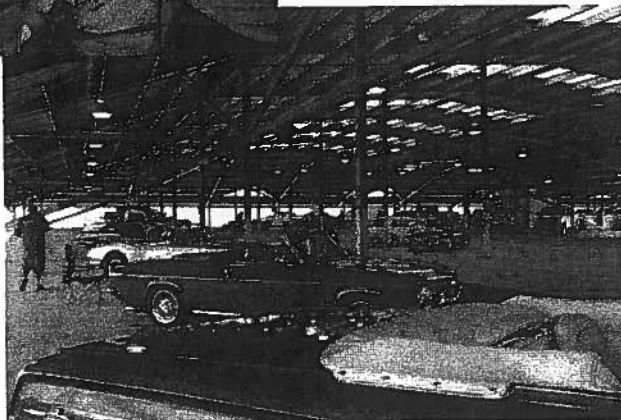
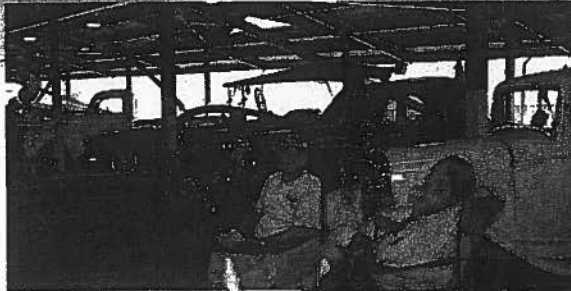
Resulted in getting officials from...

Washington, Sacramento, County, Cities

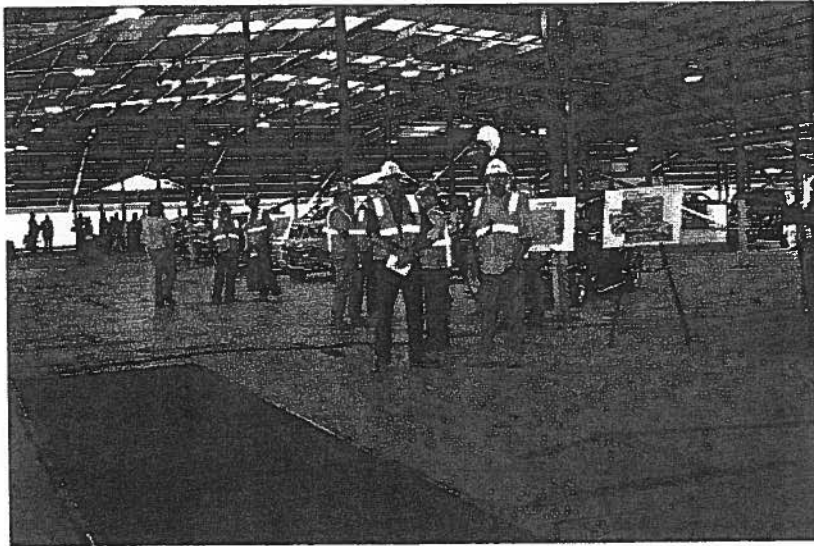
Registration



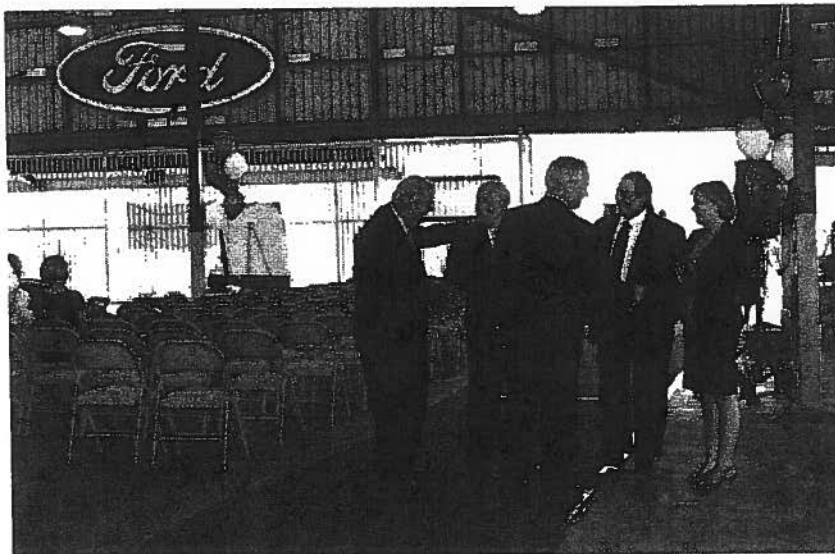
Classic Cars Lined the Entry

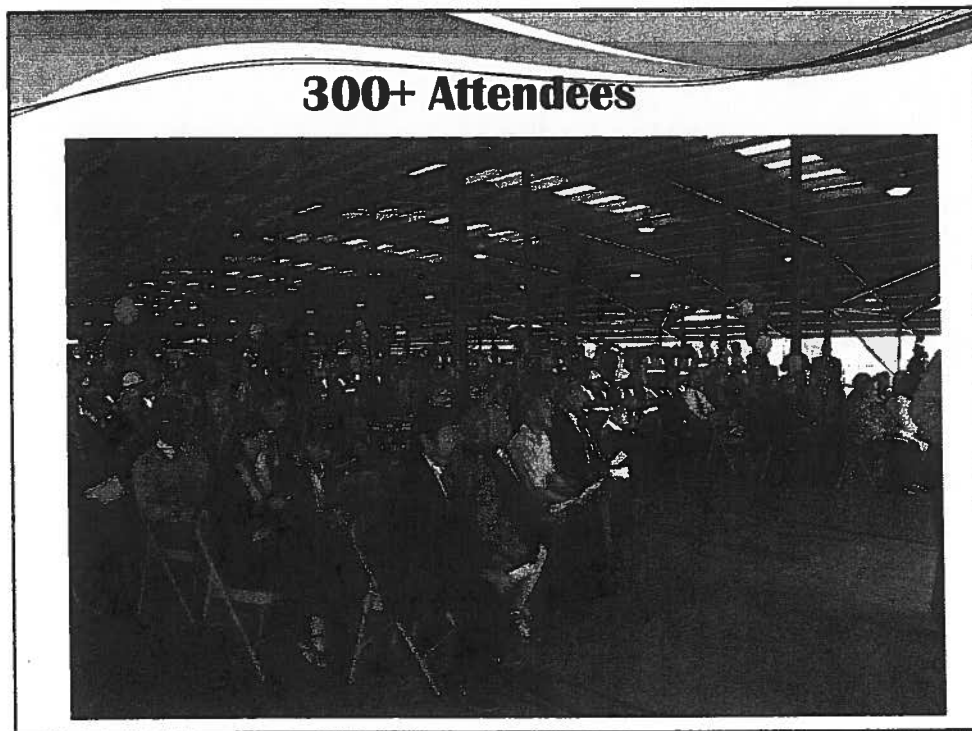
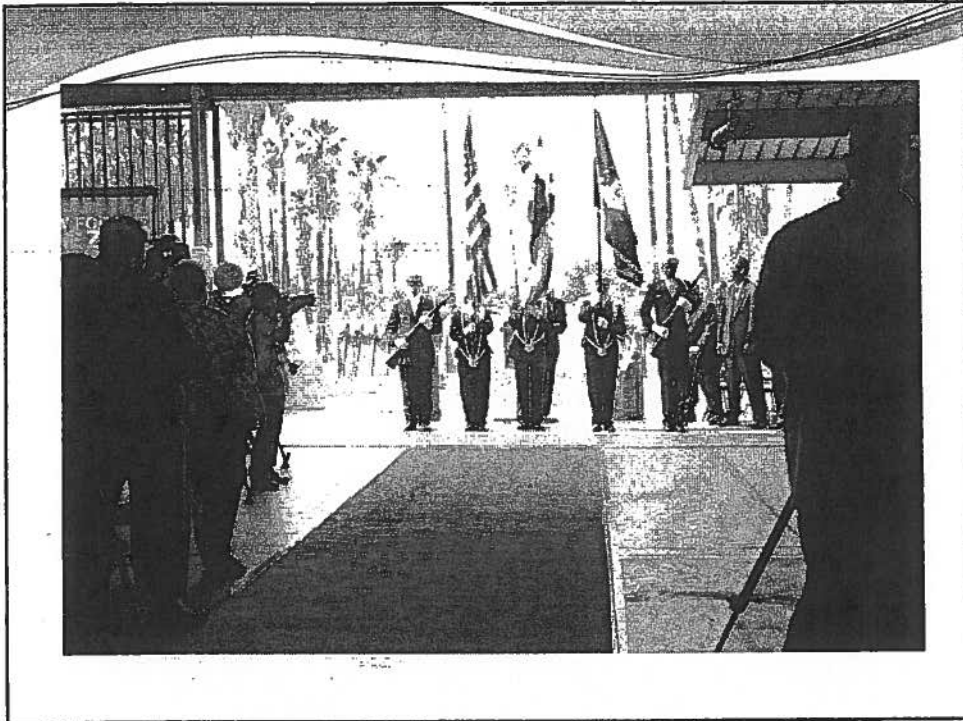


A Spacious Venue



Red Carpet Welcome





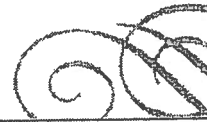
Program



Interstate 215
WIDENING PROJECT PHASES 3 & 4
CEREMONIAL GROUNDBREAKING

PUTTING PEOPLE BACK TO WORK

Monday, September 14, 2009
San Bernardino, California



Speakers



Welcome by Nick DePasquale
Owner, Fairview Ford

Master of Ceremonies



Larry Sharp

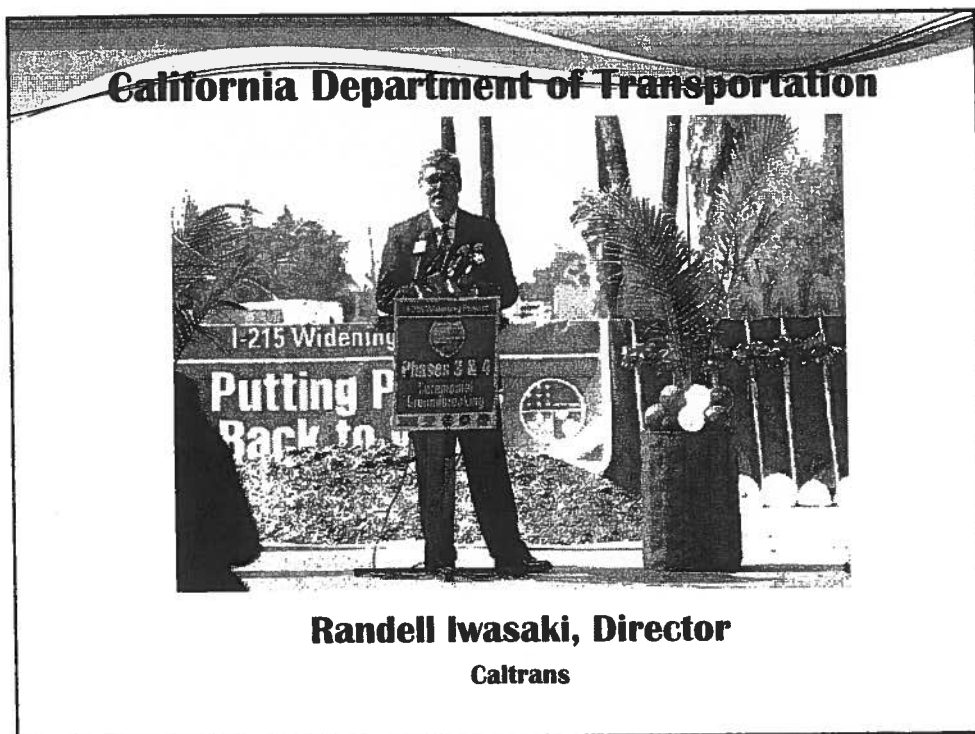
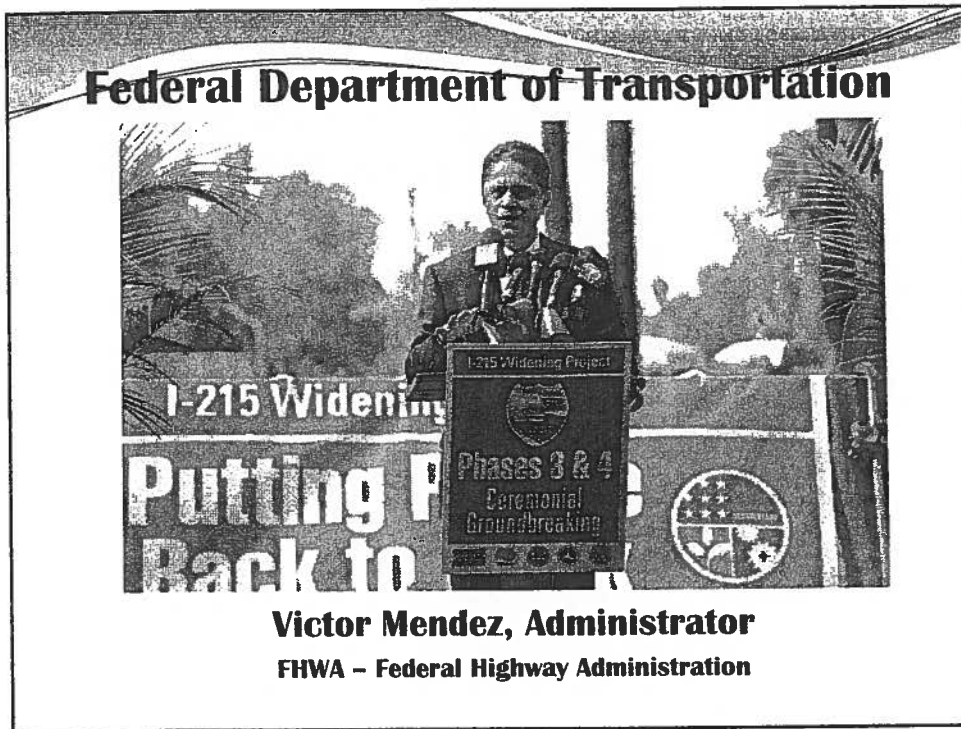
President/CEO, Arrowhead Credit Union

SANBAG President



Paul Eaton

Mayor of Montclair



State of California



Dale Bonner, Secretary
Business, Transportation & Housing Agency

City of San Bernardino



Patrick Morris, Mayor
SANBAG Board Member

County of San Bernardino



Josie Gonzales, Supervisor
5th District & SANBAG Board Member

California Assembly



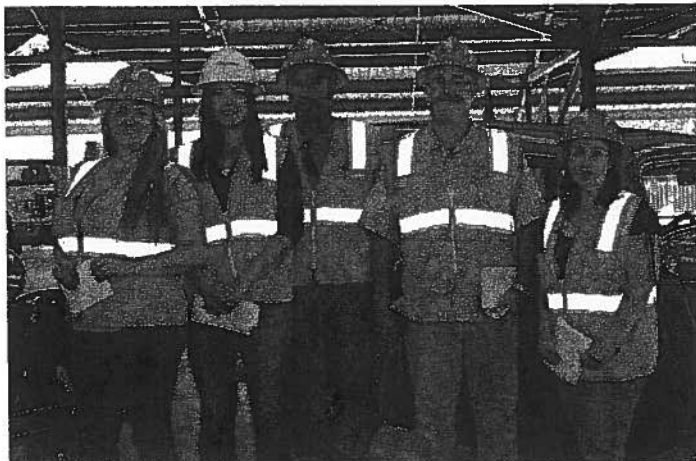
Wilmer Amina Carter & Bill Emmerson
Assembly Members

California Senate



**Representatives for
Gloria Negrete McLeod & Bob Dutton**

Contractors

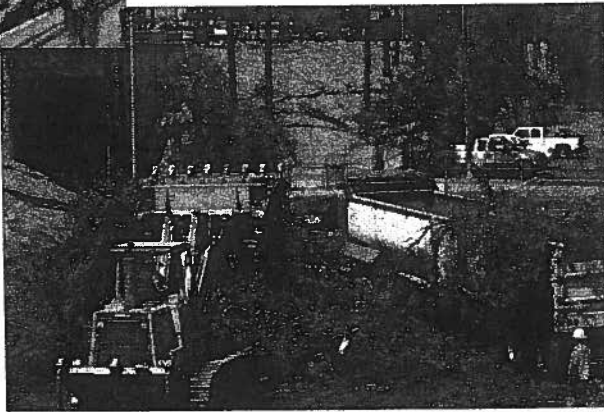


SKANSKA/Rados Workers

Ceremonial Groundbreaking



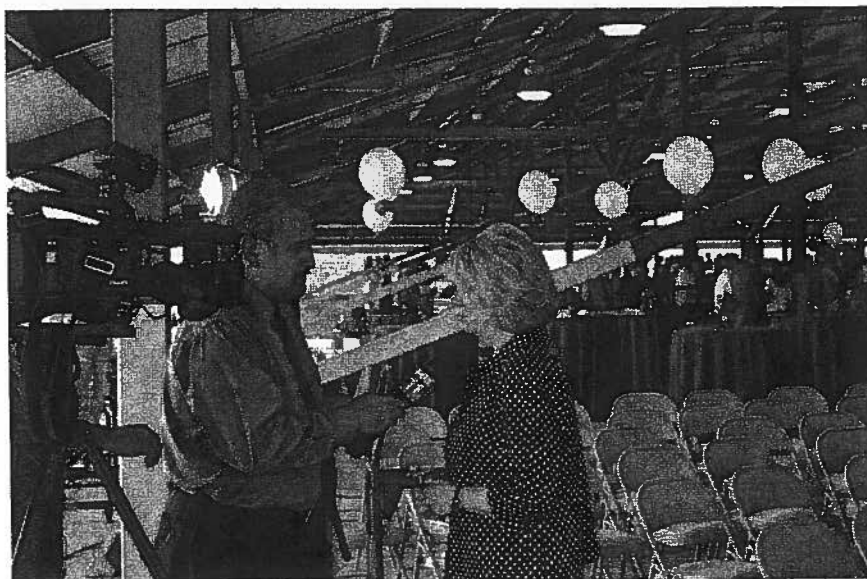
Crews "Get to Work!"



Outstanding Media Coverage



Early Morning Television





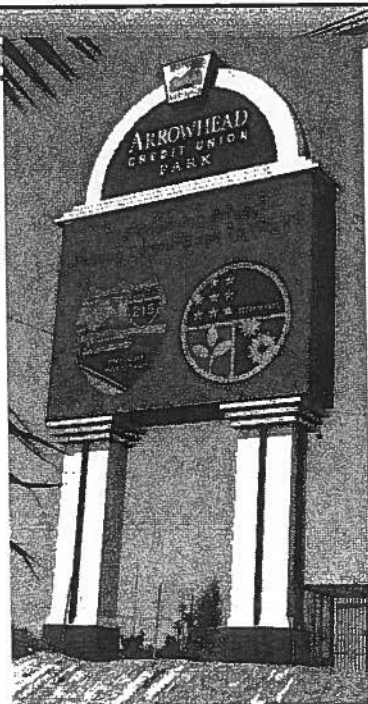
TV, Radio, Local Cable, Websites

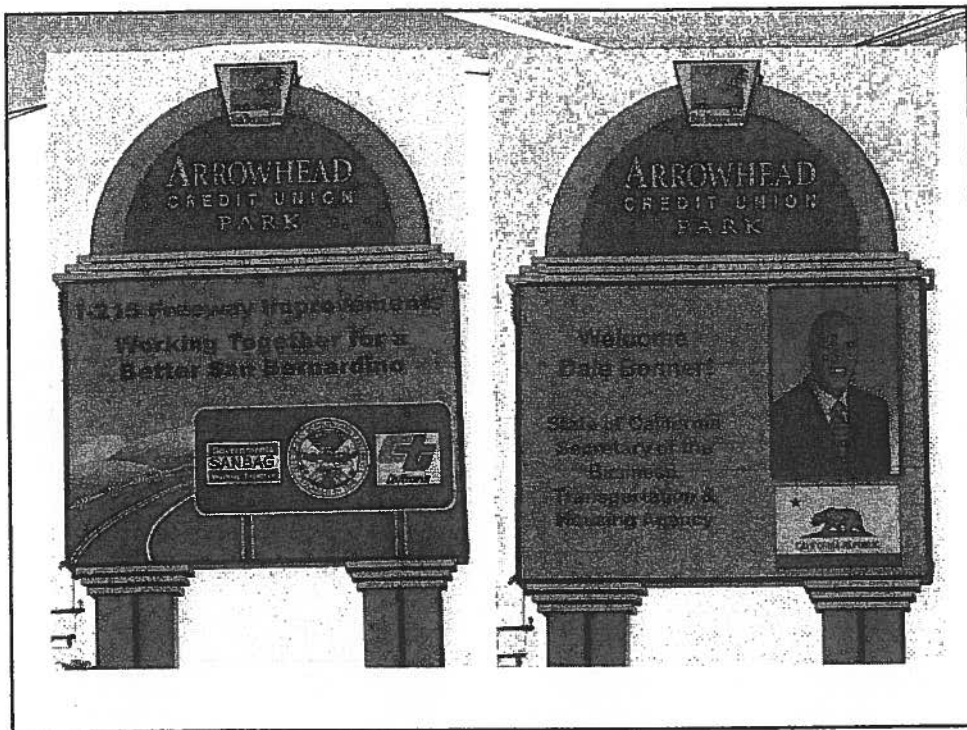


**Newspapers, Magazines,
Wall Street Journal, Associated Press**



**Message Signs courtesy of
Arrowhead Credit Union**





Gift for Speakers



Event Planning Teamwork



Westbound Communications
TCM Group



Event Donors/Volunteers

- **Arrowhead Credit Union**
- **Classic Car Owners**
- **Fairview Ford**
- **HDR, Inc.**
- **Jacobs Civil**
- **San Bernardino High School
Jr. ROTC & Trumpet Player**
- **Skanska/Rados**
- **Vali Cooper**



*Thanks for a
Great Event*